

LOK SABHA DEBATES

(English Version)

Second Session
(Fourteenth Lok Sabha)



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OFFICERS OF LOK SABHA

THE SPEAKER
Shri Somnath Chatterjee

THE DEPUTY SPEAKER
Shri Charnjit Singh Atwal

PANEL OF CHAIRMEN*
Shri Balasaheb Vikhe Patil
Shri Giridhar Gamang
Shri Manabendra Shah

SECRETARY-GENERAL
Shri G.C. Malhotra

*Nominated on 29.05.2004 by President.

The following order was issued by the President of India on 29.05.2004:

I hereby appoint S/Shri Somnath Chatterjee, Balasaheb Vikhe Patil, Giridhar Gamang and Manabendra Shah to be the persons before any of whom members of the House of People may make and subscribe the oath or affirmation in accordance with the provisions of article 99 of the Constitution of India.

A.P.J. Abdul Kalam,
PRESIDENT OF INDIA

LOK SABHA DEBATES

LOK SABHA

Tuesday, July 13, 2004/Asadha 22, 1926 (Saka)

The Lok Sabha met at Eleven of the Clock.

[MR. SPEAKER *in the Chair*]

[English]

OBITUARY REFERENCES

MR. SPEAKER: Hon. Members, I have to inform the House of the sad demise of three of our former colleagues, namely, Shri Ram Kinkar, Shri Daulat Mal Bhandari and Shri Vitthal Baburao Tupe.

Shri Ram Kinkar was a Member of the Sixth and Seventh Lok Sabhas from 1977 to 1984, representing the Barabanki parliamentary constituency of Uttar Pradesh.

Earlier, Shri Ram Kinkar was a member of the Uttar Pradesh Legislative Assembly from 1952 to 1974. During his tenure as member in the Legislative Assembly, he served as Deputy Minister, Education, Social Welfare, Food and Civil Supplies and Revenue from February to July 1970; and Cabinet Minister, Sales Tax from July to October 1970; and for Forests from November 1970 to March 1971.

An able administrator, Shri Ram Kinkar was the Union Minister of State, Works and Housing, and Supply and Rehabilitation, from August 1977 to July 1978 and from January to July 1979 respectively; and Union Cabinet Minister, Works and Housing and Supply and Rehabilitation from July 1979 to January 1980. Later, Shri Ram Kinkar was Member, Committee on the Welfare of Scheduled Castes and Scheduled Tribes from 1980 to 1982.

An agriculturist and advocate by profession, Shri Ram Kinkar was also an active social worker. He was associated with several social, cultural and educational organisations.

Shri Ram Kinkar passed away on 12 September, 2003 at New Delhi at the age of 82.

Shri Daulat Mal Bhandari was a Member of the First Lok Sabha from 1952 to 1955, representing the Jaipur parliamentary constituency of Rajasthan.

A great patriot, Shri Bhandari took active part in the freedom struggle. In 1942 at the clarion call given by Mahatma Gandhi, he formed the "Azad Morcha" in Jaipur and started gathering the support of the youth for staging *Satyagrah*. He was imprisoned for nine months. He also organised 'Praja Mandal' in the Jaipur State and worked devotedly in the freedom movement.

Shri Bhandari served as the Development and Agriculture Minister of the erstwhile Jaipur State in the year 1947 after being elected to the Jaipur State Legislative Assembly.

Shri Bhandari was a well-known social worker. During the partition of India, he was involved in the rehabilitation of thousands of refugees who came from Sindh and Western Punjab Province.

A legal luminary, Shri Bhandari was a senior advocate on the rolls of the Bar Council of India. He was appointed a judge of the Rajasthan High Court in 1955 and he rose to become the Chief Justice there in the year 1968. Shri Bhandari also served as Chairman, Revenue Law Commission constituted by the Government of Rajasthan; and as member, Krishna Godavari Water Dispute Tribunal constituted by the Government of India. He was a founder member of the Indian Law Institute, New Delhi. He also served as the Chairman of the Governing Body of the Lal Bahadur Shastri College.

Shri Daulat Mal Bhandari passed away on 10 January, 2004 at Jaipur, Rajasthan at the age of 97.

Shri Vitthal Baburao Tupe was a Member of the Twelfth Lok Sabha from 1998 to 1999, representing the Pune parliamentary constituency of Maharashtra.

Earlier, Shri Tupe was a member of the Pune Municipal Corporation from 1974 to 1979 and of the Maharashtra Legislative Assembly for three terms, from 1978 to 1990.

A devoted parliamentarian, Shri Tupe was a Member of the Committee on Urban and Rural Development and its Sub-Committee on Urban Affairs and Employment; and the Consultative Committee of the Ministry of Science and Technology and other Science Departments from 1998 to 1999.

An agriculturist by profession, Shri Tupe was an active social and political worker. He worked hard for the uplift of the poor and the downtrodden sections of the society. He strove to get social justice for the economically backward classes and the minorities.

Shri Tupe was associated with several social and cultural organisations. He was Chairman, Sane Guruji Shikshan Sansthan, Pune; Sadhana Educational Complex to Rayat Shikshan Sanstha, Maharashtra; and Yashwat Cooperative Sugar Factories, Theuer, District Pune. He also served as Director, Maharashtra State Road Transport Corporation from 1993 to 1995; and as Consultant, Sadhana Sahakari Bank, Pune.

Shri Vitthal Baburao Tupe passed away on 1 July, 2004 at Pune, Maharashtra, at the age of 64, after a brief illness.

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

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

11.06 hrs.

The Members then stood in silence for a short while.

[Translation]

SHRI ANANT GANGARAM GEETE (Ratnagiri): Mr. Speaker, Sir, the entire Maharashtra State is in the grip of drought. ...*(Interruptions)* Entire Maharashtra is facing drought ...*(Interruptions)*

SHRI MOHAN RAWALE (Mumbai South-Central): There is no water and electricity in Maharashtra, people are committing suicide. ...*(Interruptions)*

[English]

MR. SPEAKER: Hon. Members, I am on my legs. Please sit down.

...*(Interruptions)*

MR. SPEAKER: Kindly let me listen to what you all have to say. Then only I will be able to help you out.

...*(Interruptions)*

[Translation]

SHRI ANANT GANGARAM GEETE: The entire Maharashtra is in the grip of drought. ...*(Interruptions)*

SHRI MOHAN RAWALE: Maharashtra is in the grip of drought. ...*(Interruptions)* We have demanded Rs. 1700 crore for Maharashtra from the Central Government. ...*(Interruptions)* Hon'ble Prime Minister is not sparing time to meet us. ...*(Interruptions)*

[English]

MR. SPEAKER: How can I hear anybody like this? How can I hear all of you together?

...*(Interruptions)*

MR. SPEAKER: How can I listen to all of you together?

...*(Interruptions)*

[Translation]

SHRI ANANT GANGARAM GEETE: The State Government needs assistance from Central Government. ...*(Interruptions)*

[English]

MR. SPEAKER: Shri Anant Gangaram Geete, you are a very responsible Member of this House. Please sit down.

...*(Interruptions)*

MR. SPEAKER: You all are speaking together. How can I listen to all of you together. Please speak one by one.

...*(Interruptions)*

11.04 hrs.

At this stage, Shri Ram Singh Kaswan, Shri Chandrakant Khaire and some other hon. Members came and stood on the floor near the Table.

MR. SPEAKER: I do not know anything about the issue that you are raising here.

...*(Interruptions)*

MR. SPEAKER: You please speak one by one.

...(Interruptions)

MR. SPEAKER: I will listen to you one by one, but please go back to your seats.

...(Interruptions)

MR. SPEAKER: I shall listen to you one by one. How can I listen to you like this? I even do not know the matter that you wish to raise here.

...(Interruptions)

MR. SPEAKER: If you all do not want the House to run, it will not run.

...(Interruptions)

[Translation]

MR. SPEAKER: I am unable to understared what all of you are speaking.

...(Interruptions)

[English]

MR. SPEAKER: I am prepared to help you, if you go back to your seats and speak one by one. I do not know the subject and I do not have any other option.

...(Interruptions)

MR. SPEAKER: Now, let us take up Question Hour and the first Question is a very important Question.

...(Interruptions)

MR. SPEAKER: Nothing will go on record.

...(Interruptions)*

MR. SPEAKER: It is very sad. I want to hear you, but first you have to go back to your seats. I will hear you.

...(Interruptions)

MR. SPEAKER: I am prepared to listen to you, but you are not allowing me. I cannot hear you. How can I

hear you? Please go back to your seats and speak one by one.

...(Interruptions)

SHRI MADHUSUDAN MISTRY (Sabarkantha): Sir, we request you to start the Question Hour. They cannot disrupt the proceedings of the House like this. Please start the Question Hour. ... (Interruptions)

MR. SPEAKER: Please go back to your seats. I told the hon. Member that I will hear him. You are not cooperating, then how can I hear you?

...(Interruptions)

[Translation]

MR. SPEAKER: The serious matters are considered not from here but from there.

...(Interruptions)

[English]

MR. SPEAKER: If you treat it seriously, then you should seriously raise it. I am going to allow you, but you do not want to raise it.

...(Interruptions)

MR. SPEAKER: I will hear you.

...(Interruptions)

MR. SPEAKER: Whom shall I control there?

...(Interruptions)

MR. SPEAKER: This is a very serious matter, but it cannot be raised here, in the Well of the House. Please go back to your seats. I will allow you. From the very first minute, you came and started shouting here. You cannot pressurise me and I would not adjourn the House.

...(Interruptions)

MR. SPEAKER: Please do not do this. There should be some semblance of behaviour here. Sorry, Chandrakantji. I have got great affection for you. Please cooperate.

...(Interruptions)

*Not recorded.

MR. SPEAKER: You are not giving me an opportunity. How can I give you an opportunity? Unless you go to your seats, how can I allow you? I want to allow you, but, it seems you do not want to make your point.

...(Interruptions)

MR. SPEAKER: I will listen to you. I want to listen to you but you do not want to say anything.

...(Interruptions)

MR. SPEAKER: No, I will not adjourn the House.

...(Interruptions)

MR. SPEAKER: I cannot take any notice of what you have said from here. Go to your seat. You have not allowed me even half a minute. Go to your seat.

...(Interruptions)

MR. SPEAKER: I am prepared to cooperate, but you do not want to.

...(Interruptions)

[Translation]

MR. SPEAKER: How can I hear you when all of you speak together.

...(Interruptions)

MR. SPEAKER: Please go back to your seat. Then I will listen to you.

...(Interruptions)

[English]

MR. SPEAKER: Go there please! If you are out to disturb the proceedings, it is up to you, but I will not adjourn the House.

...(Interruptions)

MR. SPEAKER: Have I denied opportunity to anybody? How can I say anything without knowing what the matter is? Is this the place to talk?

...(Interruptions)

MR. SPEAKER: Nothing of what is said from the well of the House is going on record.

...(Interruptions)

[Translation]

MR. SPEAKER: Please speak from your seat, it would be recorded.

...(Interruptions)

MR. SPEAKER: I am ready to permit you, do you not want to speak. Please go to your seat.

...(Interruptions)

MR. SPEAKER: I am not responsible for that.

...(Interruptions)

MR. SPEAKER: I will not listen to you till you go back to your seats. I am here to run the House and I want to give you an opportunity. Don't you want to avail the opportunity? Do you not want to go back to your seats?

...(Interruptions)

[English]

MR. SPEAKER: What are you talking?

[Translation]

There is no rule to speak from here. You first go back to your seats and then speak from there only.

...(Interruptions)

[English]

MR. SPEAKER: Did you give me any opportunity to help you?

...(Interruptions)

[Translation]

MR. SPEAKER: Have you given notice to raise your point, please go to your seats if you want to speak.

...(Interruptions)

MR. SPEAKER: I had said that you may start speaking, I will call every member. But you did not give me any opportunity.

...(Interruptions)

[English]

MR. SPEAKER: I am sorry. I am not going to adjourn the House.

...(Interruptions)

[Translation]

MR. SPEAKER: Please ask your colleagues to go from here.

...(Interruptions)

MR. SPEAKER: Please go there, you did not give me time even for a second. You all are standing up since I have taken the seat.

...(Interruptions)

[English]

MR. SPEAKER: Please do not pressurise me.

11.28 hrs.

At this stage Shri Chandrakant Khaire and some other Hon'ble Members went back to their seats.

...(Interruptions)

MR. SPEAKER: I am not going to adjourn the House.

...(Interruptions)

[Translation]

MR. SPEAKER: You please go from here, you are spoiling your case. You did not give me time even for a second. You came here the moment I occupied the seat today. How will I run the House?

...(Interruptions)

[English]

MR. SPEAKER: You cannot pressurise me. I will not be pressurised.

11.29 hrs.

At this stage Shri Ram Singh Kaswan and some other Hon'ble Members went back to their seats.

[Translation]

MR. SPEAKER: You will not get a chance to speak if you come here. You will get the chance when you go to your seats. I was agreed, just ask them.

...(Interruptions)

[English]

MR. SPEAKER: Let there be order in the House first.

...(Interruptions)

[Translation]

MR. SPEAKER: You please sit down, if you continue to interrupt like this, I will not give chance to anybody, I will not call you.

...(Interruptions)

MR. SPEAKER: Please do not do like this.

...(Interruptions)

[English]

MR. SPEAKER: I have never said no to any hon. Member. Prof. Rasa Singh Rawat came to me. I said: "I will allow you to first speak, then I will make a request to you to elaborate during what you call 'Zero Hour'. You have not given half a second time to me. As soon as I sat here, all of you got up and came to the well of the House. How can I even hear what is being said?"

...(Interruptions)

MR. SPEAKER: Please sit down.

...(Interruptions)

[Translation]

SHRI CHANDRAKANT KHAIRE (Aurangabad, Maharashtra): Sir, we went to meet the P.M. but he did not spare time to meet us ... (Interruptions)

MR. SPEAKER: I do not fix PM's appointments.

...(Interruptions)

[English]

MR. SPEAKER: The Chair is not responsible for PM's appointment.

[Translation]

PROF. VIJAY KUMAR MALHOTRA (South Delhi): Whenever there is notice for suspending Question Hour

[English]

it has been the convention being followed for the last six years

[Translation]

that members are given opportunity to speak. ...*(Interruptions)*

MR. SPEAKER: I did not give you the time.

[English]

Within half a second after my occupying the Chair, you are here in the well.

...*(Interruptions)*

SHRI SURESH KALMADI: For how many times the Question Hour has been suspended? Let the Question Hour start now. ...*(Interruptions)*

[Translation]

SHRI ANANT GANGARAM GEETE: Farmers are committing suicide in Maharashtra ...*(Interruptions)*

[English]

MR. SPEAKER: Shri Geete, please speak now.

...*(Interruptions)*

MR. SPEAKER: You could have done it half an hour before.

...*(Interruptions)*

[Translation]

MR. SPEAKER: I am listening, I want to listen.

...*(Interruptions)*

[English]

MR. SPEAKER: Hon. Members, if you are not cooperating with the Chair, what can I do?

...*(Interruptions)*

[Translation]

SHRI RAMDAS BANDU ATHAWALE (Pandharpur): The Government have provided Rs. 500 crore. ...*(Interruptions)*

[English]

MR. SPEAKER: Shri Ramdas Athawale, please take your seat. I will give you an opportunity at an appropriate time. Please sit down now.

...*(Interruptions)*

MR. SPEAKER: Now, only Shri Geete's statement will be recorded and nothing else.

...*(Interruptions)**

[Translation]

SHRI ANANT GANGARAM GEETE: Mr. Speaker, Sir, we know the importance of the Question Hour. The entire House is aware of it. This is not happening for the first time. ...*(Interruptions)* You please listen. You do not want to listen. ...*(Interruptions)*

Mr. Speaker, Sir, the entire Maharashtra is reeling under drought. Today is 13th July and as per the data available with us out of the 33 districts of Maharashtra, 12 districts did not receive any rainfall. There are six districts where rainfall was even less than ten percent. There are six districts which received rainfall less than 20 percent and another four districts received rainfall less than 25 percent. That means the entire Maharashtra is under the grip of drought. Mr. Speaker, Sir, drought situation prevailed in different parts of Maharashtra during the last four years—sometimes it was Western Maharashtra, sometimes Marathwada and sometimes in Vidarbha, however unfortunate thing is that. ...*(Interruptions)*

[English]

MR. SPEAKER: Shri Geete, I will give you full opportunity after Question Hour. I can assure you this.

...*(Interruptions)*

[Translation]

SHRI ANANT GANGARAM GEETE: You please listen. ...*(Interruptions)* I have given notice to suspend Question Hour. You please listen. ...*(Interruptions)*

*Not recorded.

[English]

MR. SPEAKER: Very well, go ahead.

...(*Interruptions*)

MR. SPEAKER: There is no suspension of Question Hour because there is no notice before me.

...(*Interruptions*)

MR. SPEAKER: What will happen after suspension of Question Hour? Please go on.

...(*Interruptions*)

[Translation]

SHRI ANANT GANGARAM GEETE: It is a question of seven crore farmers of Maharashtra ...(*Interruptions*) We know the importance of Question Hour. I have also submitted questions. The entire Maharashtra has received less than 25 percent of rainfall. The seeds were sown in Western Maharashtra, Marathwada and Vidarbha region but there was no rain. Seeds were sown again but once again there was no rainfall. The seeds have been sown for the third time but it is not raining. Seeds were sown in Konkan for the first time but there was no rainfall. Then it rained and crops survived. Rainfall is essential when we cultivate rice crop. Crops have dried up and we are not able to grow it again. There are seven crore farmers in Maharashtra. The entire Maharashtra is reeling under the drought. Mr. Speaker, Sir, I had asked for time from the hon. Prime Minister on 5th for raising this question. I had asked the Prime Minister to give me time for submitting memorandum on drought situation in Maharashtra. I had given written letter on 6th. Today it is 13th. I had sought time for the party that farmers of Maharashtra are committing suicide due to drought but I did not get time from there. The present government do not want to listen anything regarding the problems of farmers.

[English]

MR. SPEAKER: There cannot be a debate now.

...(*Interruptions*)

[Translation]

SHRI ANANT GANGARAM GEETE: Mr. Speaker, Sir, you please listen. ...(*Interruptions*)

[English]

MR. SPEAKER: Okay, now I will call Shri Patil.

...(*Interruptions*)

[Translation]

SHRI ANANT GANGARAM GEETE: Mr. Speaker, Sir, you please listen to me. Yesterday at 10.20 PM I received a call from P.M.O., whether I had sought appointment with PM. I replied in affirmative. Today at 10.11 AM in the morning I decided that if I do not get appointment with the Prime Minister I will raise the issue of plight of farmers in the House itself. So today I am demanding for the suspension of the Question Hour and raising the issue of farmers in the House.

Sir, the Maharashtra Government has completely failed to tackle the situation of drought. ...(*Interruptions*)

[English]

MR. SPEAKER: But you have not spoken a word as to why the Question Hour should be suspended.

...(*Interruptions*)

MR. SPEAKER: You have not said one word about the suspension of Question Hour. This is enough, Shri Geete. Now I will allow Shri Patil; he is also from Maharashtra.

[Translation]

SHRI ANANT GANGARAM GEETE: Mr. Speaker, Sir, I am doing the same thing. You please listen to me. It is question of drought in Maharashtra. It is a question of seven crore farmers of Maharashtra. The Maharashtra Government has failed on every front. The Maharashtra Government has demanded Rs. 1700 crore from the Central Government. It is a question of survival of seven crore farmers of Maharashtra. ...(*Interruptions*)

[English]

MR. SPEAKER: There is a limit to this, Shri Geete. You cannot do this. I have allowed you, although there was no merit because after the suspension of Question Hour, what will happen is not mentioned; there is no mention for that.

Now, Shri Patil—he is also from Maharashtra.

...(*Interruptions*)

MR. SPEAKER: Now I will allow Shri Patil who is also from Maharashtra.

[Translation]

SHRI ANANT GANGARAM GEETE: Mr. Speaker, Sir, I am doing the same thing. I am demanding that Question Hour should be suspended. ...*(Interruptions)*

Mr. Speaker, Sir, farmers are committing suicide in Maharashtra. 235 farmers have committed suicide in one year. If farmers in Andhra Pradesh commit suicide, the Prime Minister visits there immediately but 235 farmers have committed suicide in Maharashtra in one year alone however, the Prime Minister did not take pain to visit there. ...*(Interruptions)*

[English]

MR. SPEAKER: Shri Geete, this is very unfortunate.

...*(Interruptions)*

MR. SPEAKER: Just wait for a minute. Let me control the House.

...*(Interruptions)*

MR. SPEAKER: What is going on in the House now? Please sit down first.

...*(Interruptions)*

MR. SPEAKER: You wanted suspension of Question Hour. After I sat here, within half a second, all of you started saying something and I could not hear anything. Then you came to the Well of the House; and half-an-hour has gone. But you have not said one word about why Question Hour should be suspended. The matter is important and I have not denied it. But how to raise it?

...*(Interruptions)*

MR. SPEAKER: After suspension of Question Hour, what will happen? There is no notice regarding its follow up.

...*(Interruptions)*

MR. SPEAKER: There is nothing before me.

...*(Interruptions)*

SHRI ANANT GANGARAM GEETE: Sir, you have to allow a discussion. ...*(Interruptions)*

MR. SPEAKER: You have made your submission. You could have spoken longer and I also could have given you longer time, after the Question Hour. But you have no patience.

When Prof. Rasa Singh Rawat came to me on another very important matter, I said that if he wanted to say something during Question Hour, he could mention it and that I would allow him to raise that very important issue after the Question Hour. But you are not cooperating with me. Thirty-eight minutes have gone and no work has been done.

Now, I will allow Shri Patil to make a submission.

...*(Interruptions)*

[Translation]

SHRI ANANT GANGARAM GEETE: Mr. Speaker, Sir, I am going to raise the same issue here for which I have given the notice for the suspension of the Question Hour. We want that the Question Hour should be suspended because 235 farmers have committed suicide in Maharashtra in one year. ...*(Interruptions)*

[English]

MR. SPEAKER: Well, you go on; the entire country is watching us. Okay, you go on.

...*(Interruptions)*

[Translation]

SHRI ANANT GANGARAM GEETE: Mr. Speaker, Sir, in Maharashtra 235 farmers have committed suicide in one year. If farmers commit suicide in Andhra Pradesh the Prime Minister immediately visits there however when farmers commit suicide in Maharashtra he does not bother to visit there and see their condition. He does not care for the farmers of Maharashtra. Today the Government of India. ...*(Interruptions)*

[English]

MR. SPEAKER: Only Shri Patil's statement will go on record.

Yes, Shri Patil, I have given you opportunity. Please make your submission.

...(Interruptions)

MR. SPEAKER: Shri Patil, if you do not want to say, I cannot help you.

...(Interruptions)

[Translation]

SHRI ANNASAHEB M.K. PATIL (Erandol): Mr. Speaker, Sir, I have given notice for the suspension of the Question Hour. ...(Interruptions)

SHRI ANANT GANGARAM GEETE: Mr. Speaker, Sir, one third of the revenue is being generated from Maharashtra. ...(Interruptions)

[English]

MR. SPEAKER: Shri Patil, if you do not want to say, I cannot help you. Shri Geete if you donot cooperate with me, I cannot help it.

...(Interruptions)

[Translation]

SHRI ANANT GANGARAM GEETE: Mr. Speaker, Sir, the Government of India is getting one third of the revenue from Maharashtra. ...(Interruptions)

[English]

MR. SPEAKER: I will allow the issue to be raised after the Question Hour.

Now, Question No. 101, Shri Uday Singh.

...(Interruptions)

MR. SPEAKER: I will allow you after the Question Hour.

...(Interruptions)

MR. SPEAKER: I will, allow you after the Question Hour.

ORAL ANSWER TO QUESTION

11.40 hrs.

[English]

T&D Losses of SEBs

*101. SHRI UDAY SINGH: Will the Minister of POWER be pleased to state:

(a) whether the T&D losses of various State Electricity Boards have been increasing in the country;

(b) if so, the details of T&D losses of various SEBs reported during the last three years;

(c) whether the Union Government has formulated any scheme to reduce T&D losses of SEBs; and

(d) if so, the results achieved therefrom?

THE MINISTER OF POWER (SHRI P.M. SAYEED):
(a) to (d) A Statement is laid on the Table of the House.

Statement

(a) and (b) Yes, Sir. Some States/SEBs have shown an increase in the Transmission and Distribution (T&D) losses. Details of T&D losses of various States during the years 2000-01, 2001-02 and 2002-03 are given in Annexure.

(c) Yes, Sir. The Government is implementing Accelerated Power Development and Reforms Programme (APDRP) since the year 2001-02 for upgradation and strengthening of the Sub-Transmission and Distribution system with the objective of reducing Aggregate Technical and Commercial (AT&C) losses, improving quality of supply of power, increasing revenue collection and improving consumer satisfaction.

(d) The States and Union Territories which have shown improvements in 2002-03 over 2001-02 are Haryana, Himachal Pradesh, Jammu & Kashmir, Punjab, Rajasthan, Uttar Pradesh, Uttaranchal, Chandigarh, Madhya Pradesh, Maharashtra, Karnataka, Kerala, Bihar, Jharkhand, Orissa, West Bengal, Andaman & Nicobar Islands, Assam, Meghalaya, Arunachal Pradesh and Mizoram.

Annexure

Percentage Transformation, Transmission & Distribution Losses (including energy unaccounted for) in States/UTs

(Source: Central Electricity Authority)

Region/State/UT	2000-01	2001-02	2002-03
1	2	3	4
Northern Region:			
Haryana	39.82	39.22	37.65
Himachal Pradesh	23.38	25.55	21.16
Jammu and Kashmir	45.39	48.85	45.55

1	2	3	4
Punjab	26.58	27.70	24.42
Rajasthan	29.76	43.06	42.61
Uttar Pradesh	36.94	37.62	34.16
Uttaranchal	—	32.39	25.17
Chandigarh	25.41	24.97	24.06
Delhi	44.27	43.97	45.82
Western Region:			
Gujarat	28.14	26.87	28.52
Madhya Pradesh	46.07	44.55	43.31
Chhattisgarh	—	33.75	37.86
Maharashtra	33.81	37.28	34.01
D & N Haveli	39.84	27.22	40.26
Goa	28.70	25.18	40.26
Daman & Diu	11.38	7.52	14.95
Southern Region:			
Andhra Pradesh	36.63	26.81	30.11
Karnataka	34.93	33.83	24.57
Kerala	18.44	32.21	27.45
Tamilnadu	15.72	16.06	17.31
Lakshadweep	6.71	10.94	11.29
Pondicherry	7.93	12.00	21.10
Eastern Region:			
Bihar	17.86	51.70	37.98
Jharkhand	—	26.39	21.19
Orissa	44.91	47.34	45.36
Sikkim	24.98	31.73	54.85

1	2	3	4
West Bengal	29.44	31.67	25.93
Andaman and Nicobar Islands	17.49	29.20	19.78
North Eastern Region:			
Assam	40.71	42.78	38.30
Manipur	58.49	62.35	63.66
Meghalaya	20.97	22.66	21.92
Nagaland	24.60	52.32	56.71
Tripura	43.89	40.38	40.64
Arunachal Pradesh	34.41	53.58	38.95
Mizoram	45.42	49.77	46.91
All India	32.86	33.98	32.54

...(Interruptions)

MR. SPEAKER: Please put your supplementary.

SHRI UDAY SINGH: Sir, my question is regarding T&D losses. ...(Interruptions)

MR. SPEAKER: I will allow you after the Question Hour. Please cooperate.

...(Interruptions)

MR. SPEAKER: I have committed to it. You will get better opportunity after the Question Hour. Why are you wasting the time of the House?

...(Interruptions)

MR. SPEAKER: I will allow you to speak after the Question Hour.

...(Interruptions)

SHRI UDAY SINGH: Mr. Speaker, Sir, my question is regarding. ...(Interruptions)

[Translation]

SHRI ANNASAHEB M.K. PATIL: Mr. Speaker, Sir, I have given notice to suspend Question Hour because Central Government is not paying any attention towards

Maharashtra inspite of the severe famine being faced by the State. ...(*Interruptions*)

[*English*]

MR. SPEAKER: Nothing will be recorded except the question asked by Shri Uday Singh.

...(*Interruptions*)*

[*Translation*]

SHRI CHANDRAKANT KHAIRE: Mike is not in operation. ...(*Interruptions*)

SHRI ANNASAHEB M.K. PATIL: Why mike has been switched off. ...(*Interruptions*)

MR. SPEAKER: I have not done anything.

...(*Interruptions*)

SHRI ANANT GANGARAM GEETE: Hon'ble Prime Minister should come out with a statement in this regard. ...(*Interruptions*)

[*English*]

MR. SPEAKER: Please go to your seats.

...(*Interruptions*)

MR. SPEAKER: Shri Uday Singh, please put your supplementary.

...(*Interruptions*)

MR. SPEAKER: I have rejected your notice.

...(*Interruptions*)

11.42 hrs.

At this stage Shri Chandrakant Khaire and some other hon'ble Members came and stood on the floor near the Table.

...(*Interruptions*)

[*Translation*]

AN HON'BLE MEMBER: Why did you not allow him to speak. ...(*Interruptions*)

MR. SPEAKER: I had given permission.

...(*Interruptions*)

MR. SPEAKER: I have given him time, he has spoken.

...(*Interruptions*)

MR. SPEAKER: It is not right.

...(*Interruptions*)

[*English*]

MR. SPEAKER: I will request you to please go to your seats.

...(*Interruptions*)

[*Translation*]

MR. SPEAKER: I have told you that I will allow you to speak after Question Hour.

...(*Interruptions*)

MR. SPEAKER: You have started, I have heard you, though you have not given notice also.

...(*Interruptions*)

MR. SPEAKER: It is not possible, you may run.

...(*Interruptions*)

[*English*]

MR. SPEAKER: I have rejected your notice. How long can you carry on?

...(*Interruptions*)

[*Translation*]

MR. SPEAKER: It is not right.

...(*Interruptions*)

[*English*]

MR. SPEAKER: Please go to your seats.

...(*Interruptions*)

[Translation]

MR. SPEAKER: I did not stop you, I allowed you to continue your speech. Geeteji interrupted in that, when I called him.

...(Interruptions)

MR. SPEAKER: Please do not pressurise me.

...(Interruptions)

[English]

MR. SPEAKER: This is not the right place to make submissions. Please go to your seats.

...(Interruptions)

MR. SPEAKER: This is not my House alone. It is your House also.

...(Interruptions)

[Translation]

MR. SPEAKER: Did I not give opportunity to Geete ji?

...(Interruptions)

MR. SPEAKER: Please do not do this thing.

...(Interruptions)

[Translation]

MR. SPEAKER: You please resume your seat.

...(Interruptions)

[English]

MR. SPEAKER: Let the country see what you are doing. I will not adjourn the House.

...(Interruptions)

[Translation]

MR. SPEAKER: It should be spoken from there, I did not stop Geete ji from speaking.

...(Interruptions)

MR. SPEAKER: What was done would also be spoken here. I will give you the opportunity to speak. I will give you 10 minutes after Question Hour. Just now, please go to your seat.

...(Interruptions)

MR. SPEAKER: I will not adjourn the House. Whether you keep on standing here. For how long will you do like this? Please go to your seat.

...(Interruptions)

MR. SPEAKER: I agree that this is a very important question but nothing will take place by standing here only. All of you please go back to your seats.

...(Interruptions)

MR. SPEAKER: All of you please go back to your seats.

...(Interruptions)

MR. SPEAKER: Who has disallowed you to speak? Will 50 members speak together? You all please go to your seats.

...(Interruptions)

MR. SPEAKER: Bhargavaji you are a senior member. I will give you an opportunity to speak but before that you please go back to your seat.

...(Interruptions)

MR. SPEAKER: How can I give you the opportunity to speak? I cannot allow you to speak from here. First you go back to your seat.

...(Interruptions)

11.53 hrs.

At this stage Shri Chandrakant Khair and some other Hon'ble Members went back to their seats.

...(Interruptions)

KUMARI MAMATA BANERJEE: Mr. Speaker, Sir, you cannot stop us from speaking by switching off the mikes.

[*English*]

PROF. VIJAY KUMAR MALHOTRA: Sir I have only one question to ask. ...(*Interruptions*)

[*Translation*]

Whether mikes in the House have been switched off. ...(*Interruptions*) how these have been switched off. ...(*Interruptions*)

MR. SPEAKER: Mikes should be switched on.

...(*Interruptions*)

SHRI MOHAN RAWALE: Mr. Speaker, Sir, why the mikes were put off?

...(*Interruptions*)

MR. SPEAKER: Video film of the House is being prepared which will be screened to all.

...(*Interruptions*)

SHRI ANNASAHEB M.K. PATIL: Mr. Speaker, Sir, I do not know why mikes were switched off? ...(*Interruptions*)

[*English*]

MR. SPEAKER: Shri Annasaheb M.K. Patil is speaking now.

...(*Interruptions*)

MR. SPEAKER: Shri Patil, if you do not want to speak, then I cannot help you.

...(*Interruptions*)

[*Translation*]

SHRI ANNASAHEB M.K. PATIL: Mr. Speaker, Sir, I have given notice for suspension of question hour because Maharashtra is facing severe famine. ...(*Interruptions*)

SHRI THAWAR CHAND GEHLOT: Mr. Speaker, Sir, you please tell us first, why the mikes were switched off.

...(*Interruptions*)

SHRI ANNASAHEB M.K. PATIL: Mr. Speaker, Sir, no sooner you gave me permission to speak, mikes went

off. First, let me know the reasons for putting off the mikes. ...(*Interruptions*) It means suppressing the voice of farmers and the people of Maharashtra. ...(*Interruptions*)

MR. SPEAKER: You may speak.

...(*Interruptions*)

MR. SPEAKER: You sit down. What are you doing?

...(*Interruptions*)

[*English*]

MR. SPEAKER: Hon. Members, please sit down.

...(*Interruptions*)

[*Translation*]

SHRI ANNASAHEB M.K. PATIL: There is Congress led Government at the centre and in Maharashtra as well. ...(*Interruptions*) More than five hundred people have committed suicide in Maharashtra and the State Government has not been paying attention towards them for the last many years ...(*Interruptions*) Many animals also have died there. Despite severe famine, the Government have done nothing to provide relief to the farmers and other famine affected people. ...(*Interruptions*) It is a very serious issue. When our men wanted to take an appointment with the Prime Minister to have talks, they were not given appointment for 6-7 days. ...(*Interruptions*) It means the Prime Minister needs Andhra Pradesh, Bihar and other States but he does not need Maharashtra. Therefore, through you, Sir, I urge upon the hon. Prime Minister to announce the package of Rs. 1700 crore as had been sought by the State. ...(*Interruptions*) The Prime Minister should announce as to by when relief package to the farmers of Maharashtra would be provided and how much it would be. ...(*Interruptions*)

[*English*]

MR. SPEAKER: Shri Patil, have you concluded?

...(*Interruptions*)

[*Translation*]

SHRI ANNASAHEB M.K. PATIL: Please tell about it. ...(*Interruptions*)

[English]

MR. SPEAKER: I will show the entire film of what had happened. Then you will realise. I will show that to everyone.

*...(Interruptions)**[Translation]*

SHRI ANNASAHEB M.K. PATIL: My submission is that you suspend the question-hour. *...(Interruptions)* Please give us an opportunity today to discuss this issue. *...(Interruptions)*

[English]

MR. SPEAKER: I called Prof. Rasa Singh Rawat to speak.

*...(Interruptions)**[Translation]*

MR. SPEAKER: Your friends do not let you speak. What can I do.

...(Interruptions)

MR. SPEAKER: I am calling Prof. Rasa Singh Rawat to speak.

*...(Interruptions)**[English]*

MR. SPEAKER: This is an important issue. Prof. Rasa Singh Rawat, your issue is very important. Prof. Rawat, I asked you to speak.

*...(Interruptions)**[Translation]*

PROF. RASA SINGH RAWAT: Mr. Speaker, Sir, through you I would like to draw attention of the Government towards the fact that the life line of Rajasthan. *...(Interruptions)*

PROF. VIJAY KUMAR MALHOTRA: Mr. Speaker, Sir, what about Maharashtra. There is no response from the Govt. *...(Interruptions)* The Government must respond. *...(Interruptions)* The Govt. should respond to the condition of farmers of Maharashtra. *...(Interruptions)*

[English]

MR. SPEAKER: Mr. Minister, do you want to respond? If you want to say something, you can respond.

*...(Interruptions)**[Translation]*

SHRI ANANT GANGARAM GEETE: Hon. Prime Minister should give a statement on drought. *...(Interruptions)*

SHRI CHANDRAKANT KHAIRE: Mr. Speaker, Sir, we want the Prime Minister only. *...(Interruptions)*

12.00 hrs.

At this stage, Shri Chandrakant Khaire and some other hon. Members came and stood on the floor near the Table.

[English]

MR. SPEAKER: Question Hour over.

WRITTEN ANSWERS TO QUESTIONS

[English]

Foreign Investment In Urban Infrastructure and Real Estate Development

*102. SHRI P.S. GADHAVI: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Union Government proposes to open up the Urban infrastructure and real estate development to foreign investors;

(b) if so, the details thereof;

(c) whether some foreign investors have shown interest in these sectors; and

(d) if so, the total investment to be made by the foreign investors in urban development?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF URBAN DEVELOPMENT (SHRI GHULAM NABI AZAD): (a) to (d) Foreign Direct Investment (FDI)

in real estate and housing is not permissible. It is, however, permissible in urban infrastructure like water supply and sanitation, roads and mass rapid transport systems in all metropolitan cities, including associated commercial development of real estate, on the automatic route.

Foreign Direct Investment in development of integrated townships is also permitted with prior approval of the Government.

As per available information, Central Government has so far approved FDI in development of integrated townships at Gurgaon, Hyderabad (Two projects), Mohali, Bangalore and Chennai. The total estimated cost of all projects, excepting at Chennai, is Rs. 5184.00 crores. The estimated cost of Chennai integrated township project is not available. The FDI in these projects is as follows:—

i. Gurgaon	US \$ 15 million
ii. Hyderabad (2 Projects)	: US \$ 10 million (US \$ 5 million in each case)
iii. Mohali	Rs. 500 crores
iv. Bangalore	: US \$ 5 million
v. Chennai	: US \$ 5.86 million

Special Assistance for Infrastructure Development in NER

*103. SHRI S.D. MANDLIK:
SHRI KIRTI VARDHAN SINGH:

Will the Minister of DEVELOPMENT OF NORTH-EASTERN REGION be pleased to state:

(a) whether the Government has a proposal to give special assistance for infrastructure development of North Eastern Region through international assistance;

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

(c) the details of schemes which are run by Union Government and Centrally Sponsored schemes run by various States of region; and

(d) the details of funds allocated to such schemes, State-wise?

THE MINISTER OF TRIBAL AFFAIRS AND MINISTER OF DEVELOPMENT OF NORTH EASTERN

REGION (SHRI P.R. KYNDIAH): (a) The Government is considering formulating Externally Aided Projects dedicated to North Eastern Region so that the external aid resources are available for the development of the North Eastern Region.

(b) Does not arise.

(c) and (d) Information has been sought from Union Ministries/Departments and North Eastern States and will be placed on the Table of the House.

Fertilizer Policy

*104. SHRI PRABODH PANDA:
SHRI RAYAPATI SAMBASIVA RAO:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government has any plan to review the policy to allow fertilizer producers to sell their production in the open market under the new pricing norms;

(b) if so, the details thereof;

(c) whether any committee has been set up to ensure the deregulation of fertilizer distribution; and

(d) if so, the details thereof and the time by which it is likely to submit its report?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN):

(a) and (b) Under the new pricing scheme (NPS) of urea units, at present, 50% distribution of urea has been de-regulated and the urea manufacturers are free to sell 50% of their production in the open market anywhere in India on the notified maximum retail price (MRP) in the current Kharif (1st April to 30th September 2004) season. The Department will review the policy regarding extent of distribution decontrol under NPS as and when the situation demands.

(c) No, Sir.

(d) Question does not arise.

[*Translation*]

Anganwadi Kendras

*105. SHRI NIKHIL KUMAR CHOUDHARY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of the Anganwadi Kendras functioning in the country at present, State-wise;

(b) whether the Government is aware that the nutritious eatables are not being supplied in these Kendras particularly in Tribal areas for the last several months;

(c) if so, the facts and reasons therefor;

(d) whether the Government propose to open more Anganwadi Kendras particularly in backward areas of the States; and

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

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): (a) The information is given in Statement-I enclosed.

(b) and (c) State-wise number of Anganwadi Centres which have provided supplementary nutrition as per norms

of the Scheme in the months of January, February & March 2004 are given in Statement-II enclosed.

Under the Integrated Child Development Services (ICDS) Scheme, the States/UTs are responsible for providing supplementary nutrition to the beneficiaries out of their own resources. The Government of India has been constantly emphasizing on the States to ensure regular supply of supplementary nutrition to all the beneficiaries. The Supreme Court has also directed the States to provide supplementary nutrition to all beneficiaries as per norms of the Scheme.

(d) and (e) Of the 744673 sanctioned Anganwadi Centres, 649307 Anganwadi Centres have already become operational as on 31.3.2004. The States have been directed to operationalise all the pending 95366 Anganwadi Centres by 30.6.2004. The Government is committed to universalize the ICDS Scheme, subject to availability of resources, as early as possible.

Statement I

Sl.No.	State/UT	No. of Anganwadis as on 31.3.2004		
		Sanctioned by GOI	Operational	Pending for Operationalisation
1	2	3	4	5
1.	Andhra Pradesh	54312	53564	748
2.	Arunachal Pradesh	2359	2286	73
3.	Assam	25416	25302	114
4.	Bihar	60813	24871	35942
5.	Chhattisgarh	20289	20277	12
6.	Goa	1012	1012	0
7.	Gujarat	37961	35441	2520
8.	Haryana	13546	13546	0
9.	Himachal Pradesh	7354	7354	0
10.	Jammu and Kashmir	11821	10227	1594
11.	Jharkhand	15505	14967	538

1	2	3	4	5
12.	Karnataka	40301	40301	0
13.	Kerala	25393	24415	978
14.	Madhya Pradesh	49784	48824	960
15.	Maharashtra	62716	58109	4607
16.	Manipur	4501	4499	2
17.	Meghalaya	2218	2217	1
18.	Mizoram	1361	1341	20
19.	Nagaland	2770	2770	0
20.	Orissa	34201	34201	0
21.	Punjab	15829	14016	1813
22.	Rajasthan	35821	35686	135
23.	Sikkim	500	500	0
24.	Tamilnadu	42377	30059	12318
25.	Tripura	3786	3692	94
26.	Uttar Pradesh	103104	75005	28099
27.	Uttaranchal	6378	5924	454
28.	West Bengal	57540	53354	4186
29.	Andaman and Nicobar Islands	527	429	98
30.	Chandigarh	300	300	0
31.	Delhi	3902	3842	60
32.	Dadra and Nagar Haveli	138	138	0
33.	Daman and Diu	87	87	0
34.	Lakshadweep	74	74	0
35.	Pondicherry	677	677	0
	All India	744673	649307	95366

Statement II**State-wise number of anganwadi centres providing supplementary nutrition**

Sl.No.	State/UT	No. of Anganwadis								
		January 2004			February 2004			March 2004		
		Operational	Reporting	Providing SNP as per norm	Operational	Reporting	Providing SNP as per norm	Operational	Reporting	Providing SNP as per norm
1	2	3	4	5	6	7	8	9	10	11
1.	Andhra Pradesh	53556	53556	50584	53556	53584	50584	53564	53561	49219
2.	Arunachal Pradesh	2282	1530	1035	2285	1499	1104	2286	1344	796
3.	Assam	25302	NR	NR	25302	NR	NR	25302	24894	20185
4.	Bihar	18313	NR	NR	24871	21371	15773	24871	20739	14122
5.	Chhattisgarh	20209	20209	19296	20209	20209	19296	20277	20227	19325
6.	Goa	1012	1012	1012	1012	1012	1012	1012	1012	1012
7.	Gujarat	34162	34162	30769	34162	34162	30769	35441	35149	31606
8.	Haryana	13546	13546	13546	13546	13546	13546	13546	13546	13546
9.	Himachal Pradesh	7354	7354	7354	7354	7354	7354	7354	7354	7354
10.	Jammu and Kashmir	10227	10014	6753	10227	10014	6753	10227	10014	6753
11.	Jharkhand	14402	14402	8068	14402	14402	8068	14967	14402	8492
12.	Karnataka	40290	40290	39248	40290	40290	39248	40301	40290	39248
13.	Kerala	24412	24412	23866	24413	24413	24023	24415	24413	24206
14.	Madhya Pradesh	48197	48197	40649	48197	48197	40649	48824	48643	40942
15.	Maharashtra	58101	58101	48351	58101	58101	48351	58109	58116	49808
16.	Manipur	4498	4498	553	4498	4498	553	4499	4499	239
17.	Meghalaya	2214	2214	2214	2215	2215	2215	2217	2217	2217
18.	Mizoram	1341	1283	692	1341	1283	692	1341	1283	692
19.	Nagaland	2614	2594	2594	2614	2594	2594	2770	2623	2618
20.	Orissa	33001	33001	33001	33001	33001	33001	34201	33670	33458
21.	Punjab	14007	14007	14007	14008	14008	14008	14016	14016	14016

1	2	3	4	5	6	7	8	9	10	11
22.	Rajasthan	35643	35643	32269	35654	35654	33151	35686	35657	28609
23.	Sikkim	499	499	499	499	499	499	500	499	499
24.	Tamilnadu	30059	30059	30059	30059	30059	30059	30059	30059	30059
25.	Tripura	3679	3679	2811	3679	3679	2811	3692	3679	2811
26.	Uttar Pradesh	60184	60184	44885	75005	75005	41584	75005	75005	41584
27.	Uttaranchal	5402	5344	105	5661	5661	1367	5924	5770	2075
28.	West Bengal	52717	52717	29240	52717	52717	29240	53354	53066	31238
29.	Andaman and Nicobar Islands	429	429	429	429	429	429	429	429	429
30.	Chandigarh	300	300	300	300	300	300	300	300	300
31.	Delhi	3842	3842	3842	3842	3842	3842	3842	3842	3842
32.	Dadra and Nagar Haveli	138	138	138	138	138	138	138	138	138
33.	Daman and Diu	87	87	87	87	87	87	87	87	87
34.	Lakshadweep	74	74	74	74	74	74	74	74	74
35.	Pondicherry	677	677	677	677	677	677	677	677	677
All India		622770	578054	489007	644425	614574	503851	649307	641294	522276

[English]

NCERT Books

*106. SHRI C.K. CHANDRAPPAN:
SHRI TATHAGATA SATPATHY:

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

(a) whether the Government has constituted a three member committee of eminent historians to review the existing NCERT school history books along with other subjects;

(b) if so, the details thereof along with the terms and conditions of the committee;

(c) whether the existing history books would be studied by the students for the academic year 2004-05;

(d) if so, the details thereof; and

(e) the steps being taken to protect students' future in view of changes in the textbooks?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): (a) to (e) Yes, Sir. The panel comprises three eminent historians, namely, Prof. S. Settar, currently Dr. S. Radhakrishnan visiting Professor at the National Institute of Advanced Studies, Bangalore and formerly the Chairman of the Indian Council of Historical Research, Prof. J.S. Grewal, former Vice-Chancellor of Guru Nanak Dev University and former Director of Indian Institute of Advanced Studies at Shimla and Prof. Barun De., an eminent historian of modern India and first Director of the Maulana Abdul Kalam Azad Institute for Asian Studies, Kolkata. The Terms of Reference of the panel were as follows:—

"The issues of communalisation and inadequacies of history textbooks of the NCERT have engaged public and academic attention for a long time. These textbooks have been mostly printed for the current year and in a substantial number of schools teaching work has already started, based on these books. It is, therefore, impractical to withdraw these books at this stage and replace them with more appropriate books without causing dislocation in the studies of millions of students. However, the same impracticability should not result in our children learning either communal views or distorted facts of history. Even as the processes are initiated to address the long term remedial measures, including reconstitution of Central Advisory Board of Education (CABE) and the initiation of the process of curriculum frame-work review, as a short term measure, it has been considered necessary to do a quick review of these books by a panel of eminent historians of impeccable credentials, to suggest what needs to be done in the short term. If they so recommend, the Government will direct the NCERT and the CBSE to issue appropriate directions to the teachers to transact the curriculum as per those recommendations. In particular, the recommendations should be for removing distorted and communally biased portions and for inclusion of short passages which will fill in the gaps that some of these books are supposed to be having or could develop after the removal of the aforesaid mentioned passages. The three distinguished historians have been requested by the Government to submit their recommendations at the earliest so that the interventions could be made, if necessary, as early as possible, in the academic session that has already started in some schools in the country. Joint Secretary (School Education) in the Ministry of Human Resource Development will provide secretariat and logistics support to this group."

The panel has submitted its report. I regret to inform the House that the complaints made about the errors and biased nature of the books have been found to be correct by the panel.

Among other things, the report brings out the following:

The textbooks prepared since 2000 are 'so full of errors and sub-standard' that the panel finds it impossible to recommend their continuation. The errors are so many that rectification of each one of them is almost impossible.

It also states that there is a common strand of bias that runs through the entire series. This bias gives more weight to Hindu religious practices and revival movements

distinguished from other religious or modernizing traditions that have been, in the last one thousand years, as much, a part of India's composite culture as the ones of earlier origin.

They, therefore, propose that a list of alternative reading material viz. books prepared by private publishers may be recommended for students of Class VI to X for the current academic year till alternative material prepared, through due process, is prepared by the NCERT in time for the next academic year.

The Panel is aware of the fact that alternative material is unavailable for classes XI and XII at present. The three members have made suggestions that either on the existing books or on reviving the old books, it would be necessary to issue proper advisories to teachers. Whereas, Prof. Barun De has suggested that, the book on 'Modern India' by Bipan Chandra for Class XII should be revived, if necessary, by updating it. Prof. Grewal has similarly suggested that the book on 'Medieval India' by Satish Chandra should be revived with a proper advisory. For the 'Ancient Period', Prof. Settar has suggested scouting for alternative reading material.

The findings of the Committee have put the Government in a very difficult situation. On the one hand, because the panel has found the books to be of unacceptable quality and content, it is not appropriate to continue with them. On the other, the academic session has begun quite some time back in some schools and it would be unfair to students and teachers to be asked to use different textbooks at this late stage. Making available alternative text throughout the country will also pose serious problems of logistics and cannot be arranged in a satisfactory manner till very late in the academic session. At the moment, the Government is trying to address this serious dilemma which has been caused by the distortion of history books.

The recommendations of the panel of historians will be put up for consideration of the Executive Committee (EC) of the NCERT in its meeting on the 14th July, 2004. While taking a decision, the EC will not doubt keep the interest of students as their foremost concern.

Housing for All Programme

*107. SHRI TATHAGATA SATPATHY:
SHRI RAM KRIPAL YADAV:

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

(a) the target set under 'Housing for All Programme' during each of the last three years and current year;

(b) whether the dwelling units have been constructed as per the target set;

(c) if so, the progress made in this regard, State-wise;

(d) if not, the reasons therefor; and

(e) the steps taken by the Government to construct the units as per target?

THE MINISTER OF STATE OF THE MINISTRY OF URBAN EMPLOYMENT AND POVERTY ALLEVIATION (KUMARI SELJA): (a) The Government in 1998 declared "Housing for All" as a priority area and set a target of

construction of 2 million (20 lakhs) houses every year with emphasis on the poor and deprived. Out of this, 7 lakh dwelling units are to be taken up for construction in urban areas and 13 lakh in rural areas.

(b) The number of dwelling units sanctioned by various agencies in Urban areas of the country from 2001-2002 to 2003-2004 is 32,07,659, which is much beyond the target of 7 lakh every year (21 lakh for 3 years).

(c) to (e) Details of dwelling units sanctioned by Housing & Urban Development Corporation Ltd. (HUDCO), Housing Co-operative and Housing Finance Companies & Public Sector Banks under Two Million Housing Programme in Urban areas from 2001-2002 to 2003-2004 (year-wise and State-wise) are given in Statement I, II and III enclosed.

Statement I

State-wise Targets & Achievement of HUDCO (Urban) under Two Million Housing Programme

States/Union Territories	Yearly Target	2001-2002	2002-2003	2003-2004
1	2	3	4	5
Andhra Pradesh	29388	24599	67791	21451
Arunachal Pradesh	483	1600	0	0
Assam	20513	0	195	1774
Bihar	14873	0	128	512
Goa	951	0	0	0
Gujarat	27184	6801	18136	9259
Haryana	6113	264	3263	0
Himachal Pradesh	1645	0	0	0
Jammu and Kashmir	5328	557	0	894
Karnataka	23923	49781	95083	277364
Kerala	12090	4477	57449	10686
Madhya Pradesh	22188	2749	5022	2335

1	2	3	4	5
Maharashtra	44240	8380	7894	34142
Manipur	4573	80	780	1607
Meghalaya	2777	0	0	0
Mizoram	6218	0	377	280
Nagaland	2581	139	463	667
Orissa	12423	1359	0	377
Punjab	8935	10000	4050	0
Rajasthan	25071	8780	0	800
Sikkim	166	0	0	0
Tamilnadu	33750	54519	17810	12026
Tripura	2717	522	866	1076
Uttar Pradesh	36486	126225	5711	9854
West Bengal	24210	9416	50149	5163
Andaman and Nicobar Islands	181	0	0	0
Chandigarh	619	0	0	0
Dadra and Nagar Haveli	45	0	0	0
Daman and Diu	60	0	0	0
Delhi	7848	2516	0	0
Lakshadweep	60	0	0	0
Pondicherry	679	170	0	457
Jharkhand	7662	500	10531	20000
Chhattisgarh	9509	10202	11015	10184
Uttaranchal	4509	2167	890	2135
HUDCO Niwas	0	75283	102366	4512
Total	400000	401078	459969	427455

Total dwelling units sanctioned in 3 year = 12,88,502.

Against Target of 12 lakh dwelling Units for 3 years 12,88,502 Dwelling Units have been sanctioned.

Statement II*State-wise progress of Housing Cooperative under two million Housing Programme from 2001-2002 to 2003-2004*

Year Target : 1 lakh Dwelling Units

States/Union Territories	Number of Housing Units Constructed/Financed		
	2001-2002	2002-2003	2003-2004*
1	2	3	4
Andaman and Nicobar Islands	0	0	
Andhra Pradesh	654	1012	
Assam	2306	215	
Bihar	8	1	
Chandigarh	4184	4500	
Delhi	197	337	
Goa	4906	2259	
Gujarat	1816	837	
Haryana	4565	3360	
Himachal Pradesh	240	243	
Jammu and Kashmir	19	0	
Karnataka	2192	3105	
Kerala	9695	22995	
Madhya Pradesh	731	285	
Maharashtra	14773	15042	
Manipur	0	52	
Meghalaya	88	36	
Mizoram	0	0	
Nagaland	0	0	
Orissa	185	102	

1	2	3	4
Pondicherry	83	494	
Punjab	6308	2877	
Rajasthan	756	498	
Tamilnadu	14956	11716	
Tripura	0	0	
Uttar Pradesh	2100	1908	
West Bengal	2696	993	
Uttaranchal	196	593	
Chhattisgarh	5	1	
Total	73659	73461	55,000*

Total dwelling units sanctioned for 3 years = 2,02,120.

Against Target of 3 lakh dwelling Units for 3 years 2,02,120 Dwelling Units have been sanctioned.

*National Cooperative Housing Federation (NCHF) is still in the process of collecting data from Cooperative Institutions and it is expected that final State-wise data will be available only by the end of the September, 2004.

Statement III

Achievements of Housing Finance Institutions (other than HUDCO) and Public Sector Banks under Two Million Housing Programme from 2001-2002 to 2003-2004

Year Target: 2 lakh Dwelling Units for Housing Finance Institutions & Public Sector Banks

Year	Dwelling Units
1	2
HOUSING FINANCE INSTITUTIONS*	
2001-2002	262991
2002-2003	259772
2003-2004	291955
Total	814718

1	2
PUBLIC SECTOR BANKS*	
2001-2002	195624
2002-2003	377319
2003-2004	329376
Total	902319

*State-wise details are not compiled by National Housing Bank. Against Target of 6 lakh dwelling Units for 3 years 17,17,037 Dwelling Units have been sanctioned.

Standard of Education

*108. DR. COL. (RETD.) DHANI RAM SHANDIL:
SHRI B. MAHTAB:

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

(a) whether the Government is contemplating to stem the decline in standards of education at all levels;

(b) if so, whether the majority of management institutions in the country are offering sub-standard education;

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

(d) the steps being considered to improve the quality of education at all levels; and

(e) the action being taken against the institutions which do not offer quality education?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): (a) to (e) The issues of quality have always been central to educational policy. It has been the Ministry's endeavour to ensure continuous and sustained improvement in the quality of education at all levels.

The NPE provides for a National System of Education, which implies that up to a given level, all students, irrespective of caste, creed, location or sex, have access to education of a comparable quality. It also accords priority for improvement of the standard of education at all levels.

The concerns regarding quality and equity are continuously addressed by the Central and State Governments through appropriate interventions in education at all levels. Such interventions include infrastructure development, supply of teaching-learning material, periodic revision of the curricula, introduction of subjects in new and emerging areas, value education, teachers' training and deployment, and reforms in the examination system.

The Scheme of the Sarva Shiksha Abhiyan (SSA) was evolved to pursue Universal Elementary Education of a satisfactory quality in the mission mode, with emphasis on education for life.

The National Council for Teacher Education, a statutory body, is responsible for regulation and the proper observance of norms and standards in teacher education at the elementary and secondary levels.

In order to fulfil their statutory responsibilities for maintaining standards, necessary regulations, directions and circulars, etc., in this regard are issued from time to time by the University Grants Commission in respect of higher education Institutions and by the All India Council for Technical Education in respect of Technical and Management Institutions, besides appropriate interventions by the Central Government.

The Indian Institutes of Technology and the Indian Institutes of Management are acknowledged as 'Centres of Excellence' the world over. The Regional Engineering Colleges have been upgraded to National Institutes of Technology, expanding the avenues for top quality technical education for more aspirants.

Recent initiatives taken to strengthen the technical education system include a decision to introduce a credit-based system in the technical education, conversion of Regional Engineering Colleges (RECs) into the National Institutes of Technology (NITs), the launching of a fully dedicated technical education channel, launching of a special programme to improve the quality of technical education, participation of private bodies, development of technologies in emerging areas and their transfer to user agencies through technology development missions, transfer of techno-economic advances in technical education and appropriate technologies to rural people through expansion of Community Polytechnics and improving the productivity of the informal sector of the economy.

Natural Gas for Power Generation

*109. SHRI AJAY MAKEN: Will the Minister of POWER be pleased to state:

(a) whether the Government has any plan to generate power by using LNG and CNG;

(b) if so, whether any study has been conducted and if so, the salient features thereof;

(c) the amount of natural gas available for power generation in the country;

(d) the viability of natural gas as compared to other sources of generating power; and

(e) the advantages/disadvantages of Natural Gas as a fuel over other fuels for power generation?

THE MINISTER OF POWER (SHRI P.M. SAYEED): (a) Yes, Sir. During 10th Plan, out of total capacity addition target of 41110 MW, 7378.94 MW is envisaged to be developed through gas based projects. Out of this, 722 MW has already been commissioned. As on 30.6.2004, total installed capacity of gas based power generation plants was 11840 MW.

(b) With a view to facilitating development of new power projects, CEA has been entrusted, *inter-alia* with the responsibility of identification of suitable sites for setting up of gas based power projects, keeping in view the availability of gas and economics of power generation. The study carried out by Expert Committee on Fuels for Power Generation has concluded that at prevailing prices gas based power projects along the pipeline is an attractive option.

(c) The total estimates reserves of natural gas in the country in 2003 were 854 Billion Cubic Meters. The average production at present is 90 Million Metric Standard Cubic Meter Per Day (MMSCMD). Out of this nearly 21 MMSCMD is internal consumption of gas companies and remaining 69 MMSCMD gas is available to various users. Average supply of gas for power generation is of the order of 26 to 27 MMSCMD.

(d) The viability of Natural Gas/LNG for power generation is a function of its price and the confidence of the investors in its long term availability and price stability.

(e) The key advantages of the Gas Based Power Plants are:—

- (i) Capital cost of gas based Combined Cycle Power Plant is lower.
- (ii) Combined Cycle Power Plants have better efficiency or heat rate.
- (iii) The gestation period of setting up a Gas Based Combined Cycle Power Station is comparatively less.
- (iv) Transportation of natural gas to the power stations through gas pipelines is relatively easier and cheaper.

However, the higher maintenance cost and lower life span constitute the key disadvantages of these plants.

[Translation]

Gram Urja Pariyojana

*110. SHRI DHARMENDRA PRADHAN:
SHRI KHIREN RIJJU:

Will the Minister of POWER be pleased to state:

(a) whether the Government proposes to introduce Gram Urja Pariyojana in the country to provide power to the villages;

(b) if so, the details thereof;

(c) whether the Government proposes to provide power to the North-Eastern States on priority while implementing this scheme;

(d) if so, the details thereof;

(e) the time by which the scheme is likely to be completed and the number of villages to be covered in the first phase under this scheme; and

(f) the total expenditure likely to be incurred thereon and the quantum of funds earmarked for the first phase of the scheme?

THE MINISTER OF POWER (SHRI P.M. SAYEED):

(a) to (f) According to the National Common Minimum Programme household electrification is to be completed in five years including North-Eastern States.

For achieving this target, a rural electrification strategy has been drawn up, which envisages:

Creation of Rural Electricity Distribution Backbone (REDB) of 33/11 KV substations, with at least one such substation in each block appropriately networked and linked to the State transmission system.

Creation of Village Electricity Infrastructure (VEI) by providing Distribution Transformer(s) with at least one such transformer in every village.

Rural Household Electrification of unelectrified households from village distribution transformer(s).

Decentralized distributed generation system for such villages where grid connectivity is either not feasible or not cost effective.

Based on the above strategy, details of the scheme and requirement of funds are being worked out.

[English]

Disbursement of Relief to Migrants

*111. SHRIMATI MINATI SEN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government is aware that the relief to the migrants from the Pakistan held areas of J&K have not been disbursed to the beneficiaries as yet in spite of his Ministry administrative sanction on August 09, 2000;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MANIKRAO HODLYA GAVIT): (a) and (b) According to the administrative sanction issued by Government of India on 9.8.2000, the Government of J&K has to incur expenditure on the relief/rehabilitation assistance to the displaced persons from Pak occupied Kashmir of J&K and then claim reimbursement from the Government of India. Government of India has sanctioned Rs. 6.17 crore on account advance to Government of J&K upto the period ending March, 2004 for disbursement. As reported by Government of J&K, 1038 verified and eligible families have so far been granted assistance.

(c) The implementation of the relief measures is being monitored by a Committee headed by the Divisional Commissioner, Jammu with members from this Ministry. Substantial progress has been made in the verification of cases by the Committee which meets at Jammu at regular intervals.

Revival of Steel Plants

*112. SHRI ANANTA NAYAK:
SHRI NIKHIL KUMAR:

Will the Minister of STEEL be pleased to state:

(a) the physical and financial performance of each steel plant during each of the last three years;

(b) whether some steel plants are running in losses and have been declared sick;

(c) if so, the details thereof and the reasons therefor, plant-wise;

(d) whether the Government has formulated any plan to revive such ailing units in a time frame; and

(e) if so, the details thereof?

THE MINISTER OF CHEMICALS AND FERTILIZERS
AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN):

(a) The physical and financial performance of major steel producers during the past three years is as follows:—

Physical Performance

(In Million Tonnes)

S.No.	Producer	Production		
		2001-02	2002-03	2003-04
1.	Steel Authority of India Limited (SAIL)	10.00	10.64	11.28
2.	The Indian Iron & Steel Co. Ltd. (IISCO)	0.30	0.29	0.26
3.	Visakhapatnam Steel Plant (VSP)	2.76	3.06	3.17
4.	Tata Iron & Steel Co. Ltd. (TISCO)	3.75	4.09	4.22
5.	Ispat Industries Limited (IIL)	0.96	0.961	1.123
6.	Essar Steel Ltd. (ESL)	1.35	1.69	1.99
7.	Jindal Vijayanagar Steel Ltd. (JVSL)	1.45	1.46	1.69

Financial Performance

(Rs. in Crore)

S.No.	Producer	Profit (+)/Loss (-)		
		2001-02	2002-03	2003-04
1	2	3	4	5
1.	Steel Authority of India Limited (SAIL)	(-)1707	(-)304	2512
2.	The Indian Iron & Steel Co. Ltd. (IISCO)	(-)180	(-)182	27
3.	Visakhapatnam Steel Plant (VSP)	(-)75	521	1521 (Prov.)

1	2	3	4	5
4.	Tata Iron & Steel Co. Ltd. (TISCO)	205	1012	1746
5.	Ispat Industries Limited (IIL)	442.85	82.83	44.32
6.	Essar Steel Ltd. (ESL)	1199.37	1.51	59.59
7.	Jindal Vijayanagar Steel Ltd. (JVSL)	351.07	110.67	528.67

(b) and (c) Out of the plants mentioned above, IISCO has been running in losses and has been declared a sick industrial unit. The losses of IISCO are due to obsolete technology as well as old plant and machinery resulting in inefficient as well as a high cost of production.

(d) and (e) The Board for Industrial & Financial Reconstruction (BIFR) has approved a rehabilitation plan proposed by the Government for IISCO in November, 2003. The rehabilitation scheme *inter alia* include grant from Government of India of Rs. 185.28 crores for funding Voluntary Retirement Scheme (VRS) of Kulti employees, Guarantee of Government of India for market borrowing to the tune of Rs. 354.72 crore for VRS to Burnpur and collieries/mines employees and Guarantee of Government of India and interest subsidy for interest payable in excess of 7% per annum for an amount of Rs. 341 crore for capital expenditure schemes to be implemented in IISCO. As per the scheme, the company was expected to start earning cash profit from 2005-06 and the net worth of the company is expected to be positive by 2011-12. However, IISCO could earn a net profit of Rs. 27.09 crore during 2003-04, after availing a waiver of Rs. 65.84 crores.

Assam Accord

*113. SHRI SARBANANDA SONOWAL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the details of the schemes undertaken by the Union Government towards clause-wise implementation of Assam Accord;

(b) the details of action taken so far thereon;

(c) whether the Government has been failing to implement to Accord, clause-wise, within the fixed time frame;

(d) if so, the reasons therefor;

(e) the reasons for non-completion of fencing of Indo-Bangladesh border so far; and

(f) the action taken for the constitutional safeguard of the Assam people promised through clause VI and VII of the Assam Accord?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY): (a) to (d) Action has been taken to implement the provisions of the Assam accord. A statement indicating status of clause-wise implementation of Assam accord is enclosed. Implementation of some of the clauses of the Accord needs continuous monitoring. Central Government has been holding tripartite meetings with representatives of Government of Assam and All Assam Students Union (AASU) to review implementation of various clauses of Assam Accord. The last meeting was held on 14.02.03.

(e) The Government have sanctioned the erection of fencing and construction of roads in two phases along India-Bangladesh border. Phase-I has been completed. This includes fencing of 854 kms and 2605 kms of roads. Phase-II involves fencing of 2429 kms and 797 kms of roads. The entire work is expected to be completed by 2006. In order to expedite the completion, the work has been allocated to a number of agencies.

(f) Details of projects implemented and other economic development programmes undertaken in Assam in pursuance of clauses 6 & 7 of the Assam Accord are given in the enclosed statement. Two Tripartite Sub-Committees consisting representatives of the Government of India, Assam and AASU were constituted to examine the proposals under clauses 6 & 7 of the Assam Accord. While an interim report was submitted by the Tripartite Sub-Committee on clause 6, the same could not be processed further because Government of Assam is yet to finalise its stand on definition of Assamese people and modalities for reservation for Assamese people in elected

bodies/State legislature. The Tripartite Sub-Committee, on clause 7 has held several meetings and ASSU had indicated that they would like to progress only identified projects/areas. The progress of action on these projects/areas is reviewed in the tripartite meetings.

Statement

Assam Accord—Status of Clause-wise Implementation

Clause 5.1 to 5.9—Foreigners Issue:

1. The Citizenship Act, 1955, Citizenship Rules, 1956 and the Foreigners (Tribunals) Order, 1964, were amended.
2. Eleven Tribunals under the Foreigners (Tribunals) Order 1964 have been created in Assam for identifying foreigners of 1966-71 streams.
3. Special Registration Officers have been appointed. Sanction was also accorded for the creation of 1280 additional posts under the Prevention of infiltration of Foreigners Scheme.
4. Sixteen Tribunals under the illegal Migrants (Determination by Tribunals) Act, 1983 have been created in Assam. 10,693 persons have been declared as illegal Migrants and 1526 illegal migrants have been physically expelled till 31.12.2003.
5. Illegal Migrants (Determination by Tribunals) Act 1983 was amended in 1988.

Clause 6 & 7 — Safeguards and Economic Development:

6. A cultural centre called the Srimanta Sankaradeva Kalashetra Complex was sanctioned at a cost of Rs. 18.85 crores under Assam Accord. The same was inaugurated by Hon'ble President of India in November 1998.
7. Sri Jyoti Chitraban (Film) Studio at Guwahati has been modernized and inaugurated by the Chief Minister, Assam in April 1999.
8. Numaligarh Refinery was set up at a cost of nearly Rs. 2,500 crores and inaugurated by the Prime Minister in July 1999.
9. Two Central Universities, one at Tejpur, and the other at Silchar, have been set up.

10. An IIT has been set up at Guwahati. The first convocation of IIT Guwahati took place in May 1999.
11. Kathalguri Power Project (60 MW) has been commissioned.
12. Various other economic development programmes have been undertaken in furtherance of PM's initiative of 1996 and Shillong Conference 2000.

Clause 8 to 15 — Other Issues:

13. The power to issue citizenship certificates now vests only with the Central Government.
14. Border fencing of 149.44 Kms out of 152.3 Kms sanctioned has been completed on Assam-Bangladesh border. 176 Kms of border roads have been completed. Proposal to fence the remaining 71.5 Km of border with Bangladesh has also been approved by the Government.
15. Ex-gratia payment was made to the next of kin of persons killed in the course of the agitation.
16. Disciplinary cases against employees in connection with the agitation were reviewed.
17. In the matter of recruitment, orders were issued by the Central Government for relaxation in upper age limit upto a maximum of six years in the case of candidates who had ordinarily resided in the State of Assam during the period 1.1.1980 to 15.8.1985.
18. NSA detainees detained in connection with agitation were released.

Adult Literacy

*114. SHRI SHIVAJI ADHALRAO PATIL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether according to the data on adult literacy rate available from the UNDP Human Development Report, India is placed at 123 position out of 162 countries;

(b) if so, the facts and reasons therefor;

(c) the specific steps proposed to be taken by the Government in this regard;

(d) the present rate of adult literacy in the country, State-wise;

(e) the extent to which it is likely to increase by the end of 2004;

(f) whether the funds allocated by the Government to remove illiteracy are being misused;

(g) if so, the details thereof; and

(h) the remedial steps taken by the Government in this regard?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): (a) and (b) According to UNDP Human Development Report 2003, India was ranked 127 out of 175 countries. The ranking is done on the basis of the Human Development Index of each country, which is calculated giving equal weightage to life expectancy, educational achievement and GDP per capita. The educational index is based on both adult literacy and combined primary, secondary and tertiary enrolment. The ranking of a country depends on several parameters including adult literacy.

(c) The universalisation of elementary education and eradication of adult illiteracy form the two pronged strategy for improving the literacy rate of the country. In the elementary education sector, Sarva Shiksha Abhiyan (SSA) has been launched with a holistic and convergent approach to implement Universalisation of Elementary Education in a mission mode with the district focus.

The National Literacy Mission (NLM) aims to provide functional literacy to non-literates in 15-35 age group. The thrust areas of NLM are improving female literacy in low female literacy areas, to organize residual illiteracy projects in areas which have substantial number of illiterates and to set up continuing education centers for providing opportunities for life long learning to the neo-literates.

(d) The Registrar General & Census Commissioner, India has not released the age-wise literacy rates based on 2001 census. However, the State-wise literacy rates for the population aged 7 years and above as per the 2001 census is enclosed as statement.

(e) The adult literacy rates are not projected on an year-to-year basis. However, the goal of NLM is to achieve 75% literacy rate by 2007.

(f) to (h) The State Literacy Mission Authorities under the respective State Governments are responsible for the proper implementation of literacy programmes and also to ensure that funds are not misused. Funds are released in a phased manner by this Department after review of the satisfactory progress of implementation of the projects and settlement of accounts.

Statement

*State-wise Literacy of the age group
7 + above — 2001***

Sl.No.	State/UT*	Literacy Rate
1	2	3
1.	Andhra Pradesh	61.11
2.	Arunachal Pradesh	54.74
3.	Assam	64.28
4.	Bihar	47.53
5.	Chhattisgarh	65.18
6.	Goa	82.32
7.	Gujarat	69.97
8.	Haryana	68.59
9.	Himachal Pradesh	77.13
10.	Jammu and Kashmir	54.46
11.	Jharkhand	54.13
12.	Karnataka	67.04
13.	Kerala	90.92
14.	Madhya Pradesh	64.11
15.	Maharashtra	77.27
16.	Manipur	68.87
17.	Meghalaya	63.31
18.	Mizoram	88.49

1	2	3
19.	Nagaland	67.11
20.	Orissa	63.61
21.	Punjab	69.95
22.	Rajasthan	61.03
23.	Sikkim	69.68
24.	Tamil Nadu	73.47
25.	Tripura	73.66
26.	Uttaranchal	72.28
27.	Uttar Pradesh	57.36

1	2	3
28.	West Bengal	69.22
29.	A & N Islands*	81.18
30.	Chandigarh*	81.76
31.	D & N Haveli*	60.03
32.	Daman & Diu*	81.09
33.	Delhi*	81.82
34.	Lakshadweep*	87.52
35.	Pondicherry*	81.49
All India		65.38

**Census 2001 Provisional.

Condition of Jails in the Country

*115. SHRIMATI KRISHNA TIRATH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government is contemplating to improve the condition of various jails in the country; and

(b) if so, the details in this regard alongwith financial assistance likely to be provided to each State?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MANIKRAO HODLYA GAVIT): (a) Yes, Sir.

(b) In order to improve the condition of prisons, prisoners and the prison staff, Central Government in the

year 2002-03 launched a new non-plan scheme for construction of additional jails to reduce overcrowding, repair and renovation of existing jails, improvement in sanitation and water supply and construction of living accommodation for prisons staff. The scheme is to be implemented over a period of five years from 2002-03 with an outlay of Rs. 1800 crores on cost sharing basis in the ratio of 75:25, the share of Central Government being 75% and that of the State Government being 25%. During 2002-03, the Central share amounting to Rs. 270 crores were released to the 27 States. During 2003-04, an amount of Rs. 197 crores has been released based on the performance of the States. A statement showing the tentative allocation of funds including the matching State contribution during five years as well as annual allocation is enclosed.

Statement

(Rupees in crore)

S.No.	State	Annual Allocation			Allocation for five years		
		Central Share 75%	State Share 25%	Total	Central Share 75%	State Share 25%	Total
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	15.9450	5.3150	21.26	79.7325	26.5775	106.31
2.	Assam	5.8725	1.9575	7.83	29.3775	9.7925	39.17

1	2	3	4	5	6	7	8
3.	Bihar	26.9175	8.9725	35.89	134.5725	44.8575	179.43
4.	Chhattisgarh	5.6025	1.8675	7.47	28.0275	9.3425	37.37
5.	Goa	2.0400	0.6800	2.72	10.2150	3.4050	13.62
6.	Gujarat	9.8850	3.2950	13.1800	49.41	16.47	65.88
7.	Haryana	15.4125	5.1375	20.5500	77.07	25.69	102.76
8.	Himachal Pradesh	3.0300	1.0100	4.0400	15.1575	5.0525	20.21
9.	Jammu and Kashmir	4.6350	1.4450	6.1800	23.175	7.725	30.90
10.	Jharkhand	6.3375	2.1125	8.45	31.68	10.56	42.24
11.	Karnataka	8.0092	2.6697	10.6789	40.425	13.475	53.90
12.	Kerala	4.9125	1.6375	6.5500	24.57	8.91	32.76
13.	Madhya Pradesh	23.2725	7.7575	31.03	116.3550	38.7850	155.14
14.	Maharashtra	19.3725	6.4575	25.8300	96.87	32.29	129.16
15.	Manipur	2.3575	0.7850	3.14	11.79	3.93	15.72
16.	Meghalaya	2.4525	0.8175	3.27	12.2775	4.0925	16.37
17.	Mizoram	2.6625	0.8875	3.55	13.3275	4.4425	17.77
18.	Nagaland	2.3700	0.7900	3.17	11.8875	3.9625	15.85
19.	Orissa	16.1025	5.3675	21.4700	80.55	26.85	107.40
20.	Punjab	11.1675	3.7225	14.89	55.8450	18.6150	74.46
21.	Rajasthan	9.7725	3.2575	13.0300	48.8625	16.2875	65.15
22.	Sikkim	2.7300	0.9100	3.64	13.635	4.545	18.18
23.	Tamil Nadu	14.3025	4.7675	19.0700	71.505	23.835	95.34
24.	Tripura	4.2000	1.4000	5.60	20.985	6.995	27.98
25.	Uttar Pradesh	34.6875	11.5625	46.25	173.4375	57.8125	231.25
26.	Uttaranchal	4.5450	1.5150	6.06	22.7400	7.5800	30.32
27.	West Bengal	10.7850	3.5950	14.38	53.9250	17.9750	71.90
	Total	270.0000	90.0000	360.0000	1350.00	450.00	1800.00

Drug Racket in Delhi

*116. SHRI KAILASH BAITHA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government is aware of the flourishing drug racket in Delhi;

(b) if so, the number of peddlers arrested during each of the last three years;

(c) whether the Government has taken any initiative to identify the flourishing drug rackets and the drug pushers in the city;

(d) if so, the details thereof; and

(e) the action taken by the Government to liquidate the drug rackets in the city?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY): (a) A study of illegal drug trafficking in Delhi conducted in 2001 indicated that it was not of highly organized nature. The drugs were being peddled by different operators working independently.

(b) The number of persons arrested by Delhi Police under "the Narcotic Drugs and Psychotropic Substances Act, 1985" during the last three years and upto 30th June of the current year is indicated below:

Year	Persons arrested
2001	750
2002	928
2003	1482
2004 (upto 30th June)	727

(c) to (e) The measures taken by the Delhi Police to curb drug trafficking in Delhi include setting up of a special Narcotics Cell; intensification of foot and mobile patrolling in the areas where drug trafficking comes to notice; close surveillance on the activities of known criminals dealing in narcotic drugs; setting up of special pickets in the areas known or suspected to be vulnerable to such activities; development of drugs-related intelligence on continuing basis; and launching of special drives periodically against drug trafficking.

[*Translation*]

Power Generation

*117. SHRI SURESH CHANDEL:
SHRI SHRINIWAS DADASAHEB PATIL:

Will the Minister of POWER be pleased to state:

(a) the total number of power projects functioning in the country at present and the power generation capacity of each of them, sector-wise and State-wise;

(b) whether capacity addition of power in the Ninth Plan was much less than the targeted figure;

(c) if so, the facts thereof and the target fixed and the steps taken by the Government to initiate the actual capacity addition in the Tenth Plan;

(d) the actual capacity addition during the current financial year, till date as compared to last year; and

(e) the details of share of Union/State Governments and private sector in power generation in the country, State-wise?

THE MINISTER OF POWER (SHRI P.M. SAYEED): (a) 382 power generating projects with total installed capacity of 1,09,866.4 MW are being monitored in the Central Electricity Authority. The Station-wise and Sector-wise details of the projects are given in statement-I enclosed.

(b) The original capacity addition target for the 9th Plan (1997-2002) was 40245 MW and achievement was 19015 MW. The broad reasons for delay in completion of power projects were as under:

- Delayed financial closures of private sector projects due to non-availability of escrow.
- Delay in land acquisition.
- Delay in investment decision.
- R&R problems.
- Contractual problems.

(c) Total capacity addition target fixed for the 10th Plan (2002-07) is 41,110 MW as per table given below:—

(All fig. in MW)

	Hydro	Thermal	Nuclear	Overall
Central Sector	8,742	12,790	1,300	22,832
State Sector	4,481	6,676	0	11,157
Private Sector	1,170	5,951	0	7,121
Overall	14,393	25,417	1,300	41,110

Following steps have been taken for realization of Tenth Plan targets:

- The 10th Plan capacity addition targets were finalized in consultation with the States and on the basis of identification of individual projects.
- The monitoring mechanism has been strengthened. The CEA has a nodal officer for each project, both at the conception stage as well as during execution. In addition, regular review meetings are being organized in the Ministry of Power.
- In order to make up for any shortfall in original targets during 10th Plan, back up projects have been identified in consultation with States/ CPSUs.
- Power Finance Corporation and Rural Electrification Corporation have mobilized themselves adequately to see that the execution

of a good project is not hampered due to lack of funds.

- The Central Plan outlay has been increased by more than three times in the 10th Plan in comparison to 9th Plan. The Planning Commission has allocated an outlay of Rs. 1,43,399 crore for the Ministry of Power for the 10th Plan. This includes a budgetary support of Rs. 25,000 crore. The corresponding figures for the 9th Plan were Rs. 45,591 crore and Rs. 14,943 crore respectively.

(d) A total of 522.92 MW was added up to June, 2004 during the current financial year (2004-05) whereas during the same period in the last year 2003-04 (upto June 2003) the capacity addition was 417.85 MW.

(e) The details of Sector-wise/State-wise power generation in the country are given in Statement-II enclosed.

Statement I

List of Power Projects in the Country and their monitored Capacity in MW as on 30.06.04

Type of Generation	Monitored		Monitored		Monitored		Monitored		Monitored
	Capacity MW As on 30.6.04	Type of Generation	Capacity MW As on 30.6.04						
1	2	3	4	5	6	7	8	9	10
NORTHERN REGION	WESTERN REGION		SOUTHERN REGION		EASTERN REGION		NORTH EAST REGION		
1. BBMB	10. GUJARAT		14. ANDHRA PRADESH		19. BIHAR		26. ASSAM		
Central Sector***									
Bhakra	1250.0	State Sector***	State Sector***		State Sector***		State Sector***		
Ganguwal	77.5	Dhuvaran	534.0	K'gudem	680.0	Barauni	310.0	Chandrapur	60.0

1	2	3	4	5	6	7	8	9	10
Kotla	77.5	Ukai	850.0	K'gudera New	500.0	Muzaffarpur	220.0	Namrup ST	30.0
Dehar	990.0	Gandhi Nagar	660.0	Vijaywada	1260.0			Bongaigaon	240.0
Pong	360.0	Wanakbori	1260.0	F'Gudem-B	62.5	BSEB Thermal	530.00		
		Sikka Rep.	240.0	Nellore	30.0			ASEB Thermal	330.0
BBMB Hydro	2755.0	Kutch Lig.	215.0	Royal Seema	420.0	Koal	20.0		
						Sone West Canal	6.6	Namrup GT	81.5
2. DELHI		GEB Thermal	3759.0	APGEN Thermal	2952.5	Sone East Canal	3.3	Namrup WHP	22.0
						E.G. Canal	15.0	Lakwa GT	120.0
State Sector***		G.S.E.C.L. (G. 5)	210.0	Vijewaran GT	272.3			Mobile Gas T-G	21.0
I.P. Station	247.5	G.S.E.C.L. (W. 7)	210.0			BSEB Hydro	44.9		
Rajghat	135.0			APGPC G.T.G.	272.3			ASEB G.T.G.	244.5
		GSECL Thermal	420.0			Central Sector***			
IPGPCL Thermal	382.5			Machkund	114.7	Kahalgaoon	840.0	Private Sector***	
		Dhuvaran GT	27.0	Upper Sileru	240.0			D.L.F. Pvt.	24.5
I.P. GT	180.0			Lower Sileru	460.0	NTPC Thermal	840.0		
I.P. WHP	102.0	GEB G.T.G.	27.0	T.B. Dam	36.0			DLF Assam Thermal	24.5
Pragati CCGT	330.4	Utran GT	144.0	Hampi	36.0	Total Thermal	1370.0	Central Sector***	
				Nagarjuna Sagar	810.0				
IPGPCL G.T.G.	612.4	Dhuvaran CCGP	105.9	Nagarjuna Sagar RBC	90.0	Total Hydro	44.9	Kathalguri GT	291.0
				Nagarjuna Sagar LBC	60.0				
Central Sector***		GSECL G.T.G.	249.9	Donkarayi	25.0	Total Generation	1414.9	NEEPC G.T.G.	291.0
Badarpur	705.0			Srisailem	770.0				
		Hazira CCCP	156.1	Srisailem LB	900.0	20. JHARKHAND		Kopili	225.0
NTPC Thermal	705.0			Pochampad	27.0				
		GSECL G.T.G.	156.1	Nizam Sagar	10.0	State Sector***		NEEPC Hydro	225.0
Total Thermal	1699.9			Penna Ahobalem	20.0	Patratu	770.0		
		Ukai	305.0	Singur	15.0			Total Thermal	890.0
Total Generation	1699.9	Kadana	240.0	Small Hydro	30.0	JSEB Thermal	770.0		
								Total Hydro	225.0
3. HARYANA		GEB Hydro	545.0	APGEN Hydro	3643.7	Terughat	420.0		
								Total Generation	1115.0

1	2	3	4	5	6	7	8	9	10
State Sector***		Sardar Sarovar	450.0	Private Sector***		TVNL Thermal	420.0		
FBAD Extn.	165.0			Peddapuram CCGT	220.0			27. MEGHALAYA	
Panipat	860.0	SSVNL Hydro	450.0			Subernrekha	130.0		
				BSES(P) Thermal	220.0	Chandil	8.0	State Sector***	
HPGC Thermal	1025.0	Private Sector***						Kyredemkulai	60.0
		A.E. Co.	60.0	Jegurupadu GT	235.4	JSEB Hydro	138.0	Umiam	114.0
W.Y. Canal	48.0	Vatwa GT	100.0					Umtru	11.2
		Sabarnati	330.0	GVK Ind. Thermal	235.4	Central Sector***			-
HPGC Hydro	48.0					Chandrapura	750.0	MEGEB Hydro	185.2
		AECO Thermal	490.0	Konaseema CCGP	140.0	Bokaro A	175.0		
Central Sector***						Bokaro B	630.0	Central Sector***	
FBAD CCGT	430.0	Essar GT Imp.	0.0	KEPS Thermal	140.0			Khondong	50.0
						DVC Thermal	1555.0		
NTPC G.T.G.	430.0	Essar Thermal	0.0	Kondapelli GT	350.0			NEEPC Hydro	50.0
						Malthon GT	90.0		
Total Thermal	1455.0	G.I.P.C.L. GT	312.0	Kondapelli Thermal	350.0			Total Hydro	235.2
		Surat Lig.	250.0			DVC G.T.G.	90.0		
Total Hydro	48.0			LVS Power DG	36.8			Total Generation	235.2
		GIPCL Thermal	562.0			Panchet	80.0		
Total Generation	1503.0			LVS Power Thermal	36.8	Tillaya	4.0	28. MANIPUR	
		G.T.E. Corp.	655.0					State Sector***	
				Godavari GT	208.0	DVC Hydro	84.0	Leimakhong DG	36.0
4. HIMACHAL PRADESH		GTE Corp. Thermal	655.0						
State Sector***				SPECT Ind. Thermal	208.0	Total Thermal	2835.0		
Giri Beta	60.0	Central Sector***						MPDC D.G.	36.0
Sanjay Bhaba	120.0	Kawas GT	644.0	Central Sector***		Total Hydro	222.0		
Bassi	60.0	Gandhar GT	648.0	R'Gundem STPS	2100.00			Central Sector***	
Birwa	6.0			Simhadri	1000.0	Total Generation	3057.0	Loktak	105.0

1	2	3	4	5	6	7	8	9	10
Andhra	17.0	NTPC G.T.G.	1292.0						
Thirot	4.5			NTPC Thermal	3100.0	21. <u>ORISSA</u>		NHPC Hydro	105.0
Ghanvi	22.6	Kakrapara	440.0						
Gaj	10.5			Total Thermal	7515.0	State Sector***		Total Thermal	36.0
Baner	12.0	NPC Tot. NU	440.0			I.B. Valley	420.0		
				Total Hydro	3643.7			Total Hydro	105.0
HPSEB Hydro	312.6	Total Thermal	7611.0			OPGC Thermal	420.0		
				Total Generation	11158.7			Total Generation	141.0
Private Sector***		Total Nuclear	440.0			Balmeila	360.0		
Baspa	300.0			15. <u>KERALA</u>		Hirakund	307.5	29. <u>TRIPURA</u>	
		Total Hydro	995.0			Rengali	250.0		
Baspa-JHP Hydro	300.0	:		State Sector***		Upper Kolab	320.0	State Sector***	
		Total Generation	9046.0	Bramhapuram DG	106.5	Indravati	600.0	Baramura GT	21.0
Malana	86.0	11. <u>MADHYA PRADESH</u>		Kojikode DG	128.8			Rokhin GT	69.0
						OHPC Hydro	1837.5		
Malana Hydro	86.0			KSEB D.G.	235.3			Tripura G.T.G.	90.0
		State Sector***				Private Sector***			
Central Sector***		Satpura	1142.5	Kuttiadi	125.0	ICCL IMP	0.0	Gumti	15.0
Dehar	990.0	Amar Kantak	50.0	Idukki	780.0				
Pong	360.0	Amar Kantak Ext.	240.0	Sabarigiri	300.0	ICCL Thermal	0.0	Tripura Hydro	15.0
		Sanjay Gandhi	840.0	Idamalayar	75.0				
BBMB Hydro	1350.0			Kalkad	50.0	Nalco Imp.	0.0	Central Sector***	
		MPGPCL Thermal	2272.5	Sholayar	54.0			Agartala GT	84.0
Baira Siul	180.0			Sengulam	48.0	Nalco Thermal	0.0		
Chamera	540.0	Gandhi Sagar	115.0					NEEPC G.T.G.	84.0
Chamera II	300.0	Bergi	90.0	Narimanglam	45.0	Central Sector***			
		Pench	160.0	Pallivasal	37.5	Talcher	460.0	Total Thermal	174.0

1	2	3	4	5	6	7	8	9	10
NHPC Hydro	1020.0	Rajghat (MP)	45.0	Poringalkuttu	32.0	Talcher STPS	2500.0		
		Bansagar (I)	315.0	Poringalkuttu L.	16.0			Total Hydro	15.0
Nathpa Jhakri	1500.00	Bansagar (II)	30.0	Pannier	30.0	NTPC Thermal	2960.0		
		Bansagar (III)	60.0	Kallada	15.0			Total Generation	189.0
SJVNL Hydro	1500.0	Birsinghpur	20.0	Lower Periyar	180.0	Total Thermal	3380.0	30. <u>NAGALAND</u>	
				Malarikara	10.5				
Total Hydro	4568.6	MPGPCL Hydro	835.0	Chembukadavu	6.5	Total Hydro	1837.5		
				Urumi	6.2			State Sector***	
Total Generation	4568.6	Central Sector***		Peppera	3.0	Total Generation	5217.5	Likim RO	16.0
		Vindh'chal STPS	2260.0	Madhupathy	2.0				
5. <u>JAMMU & KASHMIR</u>				Other Hydro	5.0	22. <u>DVC</u>		Nagaland Hydro	16.0
		NTPC Thermal	2260.0						
State Sector**				KSEB Hydro	1820.7	Central Sector***		Central Sector***	
Pampore GT	175.0	Indira Sagar	500.0			Chandrapura	750.0	Doyang	75.0
				Private Sector***		Durgapur	350.0		
JKEB G.T.G.	175.0	NHDC Hydro	500.0	Cochin CCGT	174.0	Bokaro A	175.0	NEEPC Hydro	75.0
						Bokaro B	630.0		
Lower Jhelum	105.0	Total Thermal	4532.5	BSES(C) Thermal	174.0	Meja	630.0	Total Hydro	91.0
Upper Sindh	127.0								
Gandharbal	15.0	Total Hydro	1335.0	Kasargode DG	21.9	DVC Thermal	2535.0	Total Generation	91.0
Chenani	23.0								
Mohara	9.0	Total Generation	5867.5	RPG Thermal	21.9	Malthon GT	90.0	31. <u>ARUNACHAL PRADESH</u>	
Kargil	3.8								
Sewa	9.0	12. <u>CHHATTISGARH</u>		Maniyar	10.0	DVC G.T.G.	90.0	State Sector***	
Stakra	10.0			Kuthungal	21.0			Tago	4.5
		State Sector***				Panchet	80.0	Nuranz	0.0
JKEB Hydro	301.8	Korba-II	160.0	KLPVT Hydro	31.0	Malthon	60.0		

1	2	3	4	5	6	7	8	9	10
	Korba-III	240.0			Tilaya	4.0	Anunachal Hydro		4.5
Central Sector***		Korba West	840.0	Central Sector***					
Salel	690.0			Kayam Kulam GT	350.0	DVC Hydro	144.0	Central Sector***	
Uri	480.0	CSEB Thermal	1240.0					Ranganadi	405.0
				NTPC G.T.G.	350.0	Total Thermal	2625.0		
NHPC Hydro	1170.0	Haadeobango	120.0					NEEPC Hydro	405.0
		Gangrel	10.0	Total Thermal	781.2	Total Hydro	144.0		
Total Thermal	175.0							Total Hydro	409.5
		CSEB Hydro	130.0	Total Hydro	1851.7	Total Generation	2769.0		
Total Hydro	1471.8							Total Generation	409.5
		Central Sector***		Total Generation	2632.9	23. WEST BENGAL			
Total Generation	1646.8	Korba STPS	2100.0					32. MIZORAM	
				16. KARNATAKA		State Sector***			
6. PUNJAB		NTPC Thermal	2100.0			D.P.L.	390.0	State Sector***	
				State Sector***				Bairabi DG	22.9
State Sector***		Total Thermal	3340.0	Raichur	1470.0	DPL Thermal	390.0		
GNDTP (Bhatinda)	440.0							Mizoram DG	22.9
GHTP (Leh Moh.)	420.0	Total Hydro	130.0	KPCL Thermal	1470.0	Bandel	530.0		
Ropar	1260.0					Santalidih	480.0	Total Thermal	22.9
		Total Generation	3470.0	Yelhanka (DG)	120.0	Kolaghat	1260.0		
PSEB Thermal	2120.0					Baikreswar	630.0	Total Generation	22.9
		13. MAHARASHTRA		VVNL D.G.	120.0				
Shanan	110.0					WBPDCL Thermal	2900.0	**Neepco	
Anandpur Sahib	134.0	State Sector***		JOG	120.0				
Ranjit Sagar	600.0	Nasik	910.0	Sivasamundrum	42.0	Kasba GT	40.0	Central Sector***	
U.B.D.C.	90.0	Koradi	1080.0	Shimaspura	17.2	Siliguri GT	20.0	Kathalguri GT	291.0
Mukerian	207.0	K'kheda II	840.0	Munisabad	27.0	Haldia GT	40.0	Agartala GT	84.0
		Paras	58.0						

1	2	3	4	5	6	7	8	9	10
PSEB Hydro	1141.0	Bhusawal	478.0	KEB Hydro	206.2	WBPGC G.T.G.	100.0	NEEPC G.T.G.	375.0
		Pari	690.0						
Central Sector***		Chandrapur	2340.0	Sharavathy	891.0	Jaldhaka	35.0	Khondong	50.0
Bhakra	1250.0			Kadra	150.0	Messanjore	4.0	Kopli	225.0
Ganguwal	77.5	MSEB Thermal	6396.0	Kodesali	120.0	Rammam	50.0	Doyang	75.0
Kotla	77.5			Kalinadi	810.0	Teeta	37.5	Ranganadi	405.0
		Uran GT	672.0	Kalinadi Supa	100.0				
BBMB Hydro	1405.0	Uran WHP	240.0	Liganamalki	55.0	WBSEB Hydro	126.5	NEEPC Hydro	755.0
				Varahi	230.0				
Total Thermal	2120.0	MSEB G.T.G.	912.0	Bhadra	33.4	Private Sector***		Total Thermal	375.0
				Ghat Prabha	32.0	Mulajore	60.0		
Total Hydro	2546.0	Koyna	1920.0	Mani DPH	9.0	Newcosaipore	130.0	Total Hydro	755.0
		Vaitarna	60.0	Mallapur	9.0	Tilagarh	240.0		
Total Generation	4666.0	Tilari	60.0	Genusuppa	240.0	Southern REPL	135.0	Total Generation	1130.0
		Bhira Tail Race	80.0		15.0	Budge Budge	500.0		
				Almatti DPH					
7. RAJASTHAN		Eldari	22.5						
		Veer	9.0	KPCL Hydro	2694.4	CSEC Thermal	1065.0		
State Sector***		Bhatgarh	16.0						
Kota	1045.0	Paithon	12.0	Private Sector***		Central Sector***			
Suratgarh	1250.0	Bhandardhara	44.0	Bellary BG	25.2	Durgapur	350.0		
		Pawana	10.0			Meja	630.0		
PRVUNL Thermal	2295.0	Radhanagri	4.8	Bellary Thermal	25.2				
		K'VASLA (Panahat)	16.0			DVC Thermal	980.0		
Ramgarh GT	76.0	K'VASLA (Vansa)	8.0	Tanir Bavi	220.0				
Ramgarh ST	37.8	Bhatsa	15.0			Farakka STPS	1600.0		
		Kanher	4.0	GMR Energy Thermal	220.0				
RRVUNL G.T.G.	113.8	Ujaini	12.0			NTPC Thermal	1600.0		
		Surya	6.0	Torangalku Imp.	260.0				
R.P. Sagar	172.0	Manikdoh	6.0			Mallhon	60.0		

1	2	3	4	5	6	7	8	9	10
J. Sagar	99.0	Dhom	2.0	Jindal Thermal	260.0				
Mahi Bajaj	140.0	Vaikarna Dam	1.5			DVC Hydro	60.0		
Anoopgarh	9.0	Dimbe	5.0	Belgaum DG	81.3				
Suratgarh	4.0	Wama	16.0			Total Thermal	7035.0		
RMC Mangrol	6.0	Dudh Ganga	24.0	Tata PCL Thermal	81.3				
						Total Hydro	186.5		
RRVUNL Hydro	430.0	MSEB Hydro	2353.8	Shivpura	18.0				
				Shahpur	6.6	Total Generation	7221.5		
Central Sector***		Private Sector***		Harangi	0.0				
Anta GT	413.0	Dharu	500.0	Madhavamantri	3.0	24. SIKKIM			
NTPC G.T.G.	413.0	BSES Thermal	500.0	Bhoruka Hydro	27.6	State Sector***			
						L.I. Agyap	12.0		
R.A.P.S.	740.0	Dhabol GT	740.0	Narayanpur	6.6	U. Rongchu	8.0		
						Moyanchu	4.0		
NPC Tot. NU	740.0	Enron Thermal	740.0	Mysore PC Hydro	6.6				
						Siddim Hydro	24.0		
Total Thermal	2821.8	Trombay	1150.0	Central Sector***					
		Trombay GT	180.0	Kaiga	440.0	Central Sector***			
Total Nuclear	740.0					Rangest	60.0		
		Tata Mah. Thermal	1330.0	NPC Tot. NU.	440.0				
Total Hydro	430.0					NHPC Hydro	60.0		
		Bhira	132.0	Total Thermal	2176.5				
Total Generation	3991.8	Bhira PSS	150.0			Total Hydro	84.0		
		Bhivpuri	72.0	Total Nuclear	440.0				
8. <u>UTTAR PRADESH</u>		Khopoli	72.0			Total Generation	84.0		
				Total Hydro	2934.8				
State Sector***		Tata Mah. Hydro	426.0			25. <u>ANDAMAN AND NICOBAR</u>			

1	2	3	4	5	6	7	8	9	10
Obra	1482.0			Total Generation	5551.3				
Panki	242.0	Central Sector***				State Sector***			
H'garj B	425.0	Tarapur	320.0	17. <u>TAMIL NADU</u>		Kaipong	5.5		
Paricha	220.0								
Anpara	1630.0	NPC Tot. Nu.	320.0	State Sector***		A&N ADM Hydro	5.5		
Small Thermal	10.0			Ennore	450.0				
		Total Thermal	9878.0	Tuticorin	1050.0	Total Hydro	5.5		
UPRVUNL Thermal	4009.0			Mettur	840.0				
		Total Nuclear	320.0	North Chennai	630.0	Total Generation	5.5		
Rihand	300.0								
Obra	99.0	Total Hydro	2779.8	TNEB Thermal	2970.0				
Matatilla	30.0								
Ganga Canal	24.8	Total Generation	12977.8	Basin Bridge GT	120.0				
Khara	72.0								
				Nariman GT	10.00				
UPHPC Hydro	525.8			Valuthur GT	95.0				
				Kuttalam GT	63.0				
Central Sector***				Kovilkalappal	107.0				
Singrauli STPS	2000.0								
Rihand	1000.0			TNEB G.T.G.	395.0				
Unchahar	840.0								
Dadri (NCTPP)	840.0			Pykara	70.0				
Tanda	440.0			Pykara Dam	2.0				
				Moyar	36.0				
NTPC Thermal	5120.0			Kundah	555.0				
				Mettur Dam	40.0				

1	2	3	4	5	6	7	8	9	10
Dhakrani	33.8			P. Nallur CCGT	330.5				
Dhalipur	51.0								
Kulhal	30.0			PPNPG Thermal	330.5				
Sobla	6.0								
USEB Hydro	974.6			Samalpetti DG	105.7				
Central Sector***				Samalpetti Thermal	105.7				
Tanakpur	120.0								
NHPC Hydro	120.0			B. Bridge D.G.	200.0				
Total Hydro	1094.6			Vasavi Thermal	200.0				
				Central Sector***					
Total Generation	1094.6			Neyveli ST I	600.0				
				Neyveli ST II	1470.0				
				Neyveli First Ext.	420.0				
				NLC Thermal	2490.0				
				M.A.P.P.	340.0				
				NPC Tot. NU	340.0				
				Total Thermal	6847.2				
				Total Nuclear	340.0				
				Total Hydro	1990.5				
				Total Generation	9177.7				
				18. PONDICHERRY					
				State Sector***					
				Karalikal	32.5				
				PPCL G.T.G.	32.5				
				Total Thermal	32.5				
				Total Generation	32.5				

1	2	3	4	5	6	7	8	9	10
THERMAL									
State	10732.7								
Central	8137.0								
Private	0.0								
Total	18869.7								
NUCLEAR									
	1180.0								
HYDRO									
State	3733.8								
Central	6565.0								
Private	386.0								
Total	10684.8								
Total Region	30734.5								

Statement II*Details of % share of State & Pvt. Sector in Power Generation during 2003-2004*

Name of State	Sector-wise Gen. in MU				%Share of Total Gen.		
	State	Central	Private	Total	State	Central	Private
1	2	3	4	5	6	7	8
Delhi	5161	5432	-	10593	48.7	51.3	0.0
Haryana	7000	2792	-	9792	71.5	28.5	0.0
Himachal Pradesh	1360	8939	1454	11753	11.6	76.1	12.4
Jammu and Kashmir	920	6350	-	7270	12.7	87.3	0.0
Punjab	18623	6958	-	25581	72.8	27.2	0.0
Rajasthan	15945	7100	-	23045	69.2	30.8	0.0
Uttar Pradesh	22827	51508	-	74335	30.7	69.3	0.0
Uttaranchal	3392	512	-	3904	86.9	13.1	0.0
Gujarat	26385	10291	10608	47284	55.8	21.8	22.4

1	2	3	4	5	6	7	8
Madhya Pradesh	16727	16569	-	33296	50.2	49.8	0.0
Chhattisgarh	7916	16333	-	24249	32.6	67.4	0.0
Maharashtra	50150	2497	14724	67371	74.4	3.7	21.9
Andhra Pradesh	27586	24054	6092	57732	47.8	41.7	10.6
Kerala	4496	2118	1109	7723	58.2	27.4	14.4
Karnataka	19116	3123	2801	25040	76.3	12.5	11.2
Tamil Nadu	24081	17973	4616	46670	51.6	38.5	9.9
Pondicherry	277	-	-	277	100.0	0.0	0.0
Bihar	404	5972	-	6376	6.3	93.7	0.0
Jharkhand	2554	4204	-	6758	37.8	62.2	0.0
Orissa	8947	13742	1139	23828	37.5	57.7	4.8
West Bengal	16527	15300	6692	38519	42.9	39.7	17.4
Sikkim	36	345	-	381	9.4	90.6	0.0
Andaman and Nicobar Islands	-	-	-	0	0.0	0.0	0.0
Assam	707	2261	125	3093	22.9	73.1	4.0
Meghalaya	525	206	-	731	71.8	28.2	0.0
Manipur	-	504	-	504	0.0	100.0	0.0
Tripura	517	566	-	1083	47.7	52.3	0.0
Nagaland	-	164	-	164	0.0	100.0	0.0
Arunachal Pradesh	11	973	-	984	1.1	98.9	0.0
Mizoram	-	-	-	0	0.0	0.0	0.0
Total All India	282190	226786	49360	558336	50.5	40.6	8.8

*[English]***Grants to State Universities**

*118. SHRI SUSHIL KUMAR MODI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the criteria adopted for sanctioning grants to State universities;

(b) whether the State universities as compared to the Central Universities are getting less grants from the University Grants Commission;

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

(d) the action proposed to be taken to enhance the grants to the State Universities so that they could meet their requirement?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): (a) to (d)

According to the information furnished by the University Grants Commission (UGC), a State University is eligible to receive financial assistance from the UGC provided it is recognized for Central assistance in terms of Section 12(B) of the UGC Act. All eligible State universities receive financial assistance from UGC under the General Development Assistance Scheme on a plan-to-plan basis. In addition, the universities are eligible to receive grants for certain special schemes meant for universities, provided they satisfy the conditions laid down in the respective guidelines.

Central Universities are established by Acts of Parliament and the State Universities by Acts of State Legislatures. Development and maintenance expenditure of Central Universities is met by the Central Government through the UGC and that of the State Universities by the respective State Governments. The UGC, as a supplement, provides only the development grant to the eligible State Universities as per the prescribed norms and subject to the availability of resources. The parameters for considering the proposals under special schemes for both the Central Universities and State Universities are the same.

With a view to enhance development assistance to the State Universities in the X Plan, an outer limit of enhancement to the extent of 25% has been fixed, over and above the IX Plan allocation, in case of Central Universities, whereas in the case of State Universities this limit has been fixed as 50%.

[Translation]

Participation of Women In Education

*119. SHRI RAMDAS BANDU ATHAWALE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government is contemplating to implement a national action plan to ensure more participation of women in the field of education;

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

(c) the salient features of the said scheme;

(d) the norms for selecting universities for giving grants under this scheme; and

(e) the names of universities which are being considered for these grants?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): (a) to (e) The National Policy on Education, 1986 and its Programme of Action, 1992 provides for a well-conceived emphasis in favour of women's education. The policy envisages that the national education system will play a positive, interventionist role in the empowerment of women and, while the removal of women's illiteracy and obstacles inhibiting their access to, and retention in, elementary education will receive overriding priority, major emphasis will be laid on women's participation in vocational, technical and professional education at different levels.

One of the basic principles of governance, as contained in the Government's Common Minimum Programme, is to fully empower women politically, educationally, economically and legally. The programme envisages, among other things, that village women and their associations will be encouraged to assume responsibility for all development schemes including primary education.

The Government have launched many programmes for the education and empowerment of women, such as the Sarva Shiksha Abhiyan, Mahila Samakhyas schemes, expanding board and hostel facilities for girl students of secondary and higher secondary schools etc. The Ministries of Social Justice and Empowerment and Tribal Affairs are also implementing schemes of residential schools for scheduled caste/tribe girls in areas of very low literacy as well as the award of scholarships to SC/ST students with special emphasis on girls. Under the Women's Vocational Training Programme, there are women's Industrial Training Institutes affiliated to the Directorate General of Employment and Training.

The following facilities are provided by the University Grants Commission (UGC) for women in higher education:

(i) Under the scheme of Grants to Women Universities for Technical Courses, financial assistance is provided for the introduction of undergraduate courses in emerging areas under Engineering & Technology with a view to give women the opportunity in areas perceived to be prestigious and associated with better emoluments and work conducted, and to reduce the gender imbalance in the sphere of Engineering & Technology.

(ii) There is a special scheme for construction of women's hostels.

- (iii) Women study centres have been set up by the UGC in many universities.
- (iv) A scheme of Part-Time Research Associateships for Women has been floated by the UGC.
- (v) Centres have been set up to provide day-care facilities on payment basis at universities for children from around 3 months to 6 years of age, whose parents (University employees/research scholars) are away from home throughout the day.
- (vi) Constitution of cells to combat sexual harassment in universities.

The selection of universities in each of these schemes is made as per the norms prescribed by the UGC. All the universities included under Section 12(B) of the UGC Act are eligible to apply under the above schemes.

The education of women and girls continues to be an area of emphasis in the Indira Gandhi National Open University (IGNOU)'s programmes and projects.

[English]

New Drug Policy

*120. DR. M. JAGANNATH:
SHRI ADHIR CHOWDHARY:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

- (a) whether the Government has recently decided to introduce a new drug policy;
- (b) if so, the salient features thereof;
- (c) the time by which the new policy is likely to be implemented;
- (d) whether any safeguards have been provided therein to control the rising prices of medicines and pharmaceutical products, particularly life-saving drugs; and
- (e) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN):
(a) to (e) The Government announced the 'Pharmaceutical Policy 2002' in February 2002. The main objectives of

this Policy are, *inter alia*, ensuring abundant availability at reasonable prices within the country of good quality essential pharmaceuticals of mass consumption and strengthening the indigenous capability for cost effective quality production. However, a public interest litigation filed in the High Court of Karnataka at Bangalore resulted in an Order dated 12.11.02 which stopped the Government from implementing the price control regime of the Pharmaceutical Policy 2002. This Department filed a Special Leave Petition (SLP) before the Supreme Court of India against the Order of the Karnataka High Court, which has been admitted as SLP (C) No. 3668/2003.

Vocational Courses

*121. SHRI B. VINOD KUMAR: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

- (a) whether the Government proposes to review the vocational courses started at the secondary level;
- (b) if so, the details thereof;
- (c) whether the Government has taken some steps to boost vocational education in the country;
- (d) if so, the details thereof and the stage at which the vocational courses have been started in the schools and colleges;
- (e) the name of courses recommended by the Union Government to the State Government to be started by their universities;
- (f) whether the funds allocated therefor to States have been utilized; and
- (g) if so, the details thereof, State-wise?

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): (a) to (g) Based on the recommendation of the various review groups/committees, the existing scheme of vocationalisation of secondary education is being revised to make it modular in nature and competency based with multipoint entry and exit in order to provide diversification of educational opportunities so as to enhance individual employability, reduce mismatch between demand and supply of skilled manpower and to provide an alternative for those pursuing higher education. The courses offered will be demand driven based on the need surveys conducted for the industries/user organizations. The revised scheme will be implemented after getting the necessary approvals.

A statement showing the grants released by the Ministry of Human Resource Development to the State Governments and the utilization details are enclosed.

The University Grants Commission (UGC) provides financial assistance to selected Colleges/Universities for

conducting career oriented vocational courses. The UGC does not provide grants directly to the State Government. Courses introduced by the University Grants Commission include Vocational courses in arts, science, social sciences and commerce.

Statement

Grants released to the State Governments under the scheme of Vocationalisation of Secondary Education at + 2 level and utilization position as on 1.4.2004

S.No.	Name of the State/UTs	Total grants released	Expenditure as on 31.3.2004	Unspent balance as on 1.4.2004
1	2	3	4	5
1.	Andhra Pradesh	5920.04	5202.69	716.35
2.	Arunachal Pradesh	6.35	6.00	.35
3.	Assam	1197.78	1010.64	187.14
4.	Bihar	1686.30	1515.14	171.16
5.	Chhattisgarh	-	-	-
6.	Delhi	186.10	139.27	46.83
7.	Goa	806.40	785.91	20.49
8.	Gujarat	7765.55	5395.25	2370.30
9.	Haryana	3486.72	3458.82	27.90
10.	Himachal Pradesh	425.90	425.90	-
11.	Jammu and Kashmir	971.40	380.09	591.31
12.	Jharkhand	-	-	-
13.	Karnataka	4287.74	4287.74	-
14.	Kerala	6074.22	6074.22	-
15.	Madhya Pradesh	3668.66	3668.66	-
16.	Maharashtra	15024.47	14609.98	414.49
17.	Manipur	313.92	287.33	26.59
18.	Meghalaya	39.05	18.93	20.12

1	2	3	4	5
19.	Mizoram	220.91	212.12	8.79
20.	Nagaland	24.24	8	16.24
21.	Orissa	2388.86	2388.86	-
22.	Punjab	2452.13	1996.95	455.18
23.	Rajasthan	3345.84	3345.84	-
24.	Sikkim	312.32	20.84	291.48
25.	Tamil Nadu	3318.84	3086.8	232.04
26.	Tripura	29.78	-	29.78
27.	Uttar Pradesh	7527.16	7527.16	-
28.	Uttaranchal	-	-	-
29.	West Bengal	61.19	36.99	24.20
U.Ts				
30.	Andaman and Nicobar Islands	3.24	1.5	1.74
31.	Chandigarh	273.47	273.47	-
32.	Dadra and Nagar Haveli	5.25	2.96	2.29
33.	Daman and Diu	16.71	16.71	-
34.	Lakshadweep	-	-	-
35.	Pondicherry	111.45	82.19	29.26
Total		71951.18	66267.96	5684.03

Note:(i) The expenditure position is given according to the information available in the Deptt.

(ii) Under the UGC scheme no grant is being released to the State Govts.

[Translation]

Census

813. SHRI Y.G. MAHAJAN: Will the Minister of HOME AFFAIRS be pleased to state:

- (a) whether 2001 census report is ready;
(b) if so, the details thereof, State-wise;

(c) if not, the time by which it is likely to be completed;

(d) whether the census of disabled was conducted separately; and

(e) if so, number of disabled in the country, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MANIKRAO HODLYA GAVIT): (a)

Yes, Sir. The Primary Census Abstract (PCA) giving population details at Village/Town level has been released. 1

(b) The State/UT level figures are enclosed as Statement.

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

(d) No, Sir. Separate Census was not conducted for disabled. However, a question on disability was included in the Household Schedule canvassed during Census of India, 2001.

(e) The data is not yet available.

Statement

Census 2001

Sex-wise population — India, States and Union Territories, 2001

Code	India/State/Union Territory	Person	Male	Female
1	2	3	4	5
00.	India (Excl. 3 Sub-Divisions)	1,028,610,328	532,156,772	496,453,556
01.	Jammu and Kashmir	10,143,700	5,360,926	4,782,774
02.	Himachal Pradesh	6,077,900	3,087,940	2,989,960
03.	Punjab	24,358,999	12,985,045	11,373,954
04.	Chandigarh	900,635	506,938	393,697
05.	Uttaranchal	8,489,349	4,325,924	4,163,425
06.	Haryana	21,144,564	11,363,953	9,780,611
07.	Delhi	13,850,507	7,607,234	6,243,273
08.	Rajasthan	56,507,188	29,420,011	27,087,177
09.	Uttar Pradesh	166,197,912	87,565,369	78,632,552
10.	Bihar	82,998,509	43,243,795	39,754,714
11.	Sikkim	540,851	288,484	252,367
12.	Arunachal Pradesh	1,097,968	579,941	518,027
13.	Nagaland	1,990,036	1,047,141	942,895
14.	Manipur (Excl. 3 Sub-Divisions)	2,166,788	1,095,634	1,071,154
15.	Mizoram	888,573	459,109	429,464
16.	Tripura	3,199,203	1,642,225	1,556,978

1	2	3	4	5
17.	Meghalaya	2,318,822	1,176,087	1,142,735
18.	Assam	26,655,528	13,777,037	12,878,491
19.	West Bengal	80,176,197	41,465,985	38,710,212
20.	Jharkhand	26,945,829	13,885,037	13,060,792
21.	Orissa	36,804,660	18,660,570	18,144,090
22.	Chhattisgarh	20,833,803	10,474,218	10,359,585
23.	Madhya Pradesh	60,348,023	31,443,652	28,904,371
24.	Gujarat	50,671,017	26,385,577	24,285,440
25.	Daman and Diu	158,204	92,512	65,692
26.	Dadra and Nagar Haveli	220,490	121,666	98,824
27.	Maharashtra	96,878,627	50,400,596	46,478,031
28.	Andhra Pradesh	76,210,007	38,527,413	37,682,594
29.	Karnataka	52,850,562	26,898,918	25,951,644
30.	Goa	1,347,668	687,248	660,420
31.	Lakshadweep	60,650	31,131	29,519
32.	Kerala	31,841,374	15,468,614	16,372,760
33.	Tamil Nadu	62,405,679	31,400,909	31,004,770
34.	Pondicherry	974,345	486,961	487,384
35.	Andaman and Nicobar Islands	356,152	192,972	163,180

Note: India and Manipur figures exclude those of the three sub-divisions viz. Mao Maram, Paomata Purul of Senapati district of Manipur as population census 2001 in these three sub-divisions were cancelled due to technical and administrative reasons.

[English]

Survey of Agricultural land in Delhi

814. SHRI RAGHUNATH JHA: Will the Minister of URBAN DEVELOPMENT be pleased to refer to the reply given to USQ No. 2197 dated 5.8.2003 and state:

(a) the details of 108 cases wherein appeals have been filed by the Panchayat Department of Government of NCT of Delhi indicating the case Nos./title of the cases and present status of these cases;

(b) whether the possession of the suit land, which has since been acquired in 30 cases and wherein no appeal has been filed, has been handed over to the concerned departments/agencies;

(c) if so, the details thereof;

(d) if not, the reasons therefor, case-wise; and

(e) the details of 9 cases wherein no violation of DLR Act was found indicating case No./title of the case/ Khasra Nos. etc.?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF URBAN DEVELOPMENT (SHRI GHULAM NABI AZAD): (a) to (e) The information is being collected and will be laid on the Table of the Sabha.

[Translation]

Closure of Government Quarters

815. SHRI BACHI SINGH RAWAT 'BACHDA': Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) the number of Government quarters lying closed for a long time and the reasons for their non-allotment and the action taken by the Government in this regard;

(b) the time by which the closed quarters are likely to be allotted;

(c) the number of Government quarters for which the Government is either not getting any licence fees or getting it at older rates and the action taken by the Government to recover the dues;

(d) the number of years after which the outer walls of the Government quarters are to be white washed;

(e) whether the outer walls of several Government quarters have not been whitewashed for the last eight years;

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

(g) the steps being taken by the Government in this regard?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF URBAN DEVELOPMENT (SHRI GHULAM NABI AZAD): (a) and (b) A total number of 391 quarters of different types belonging to General Pool in Delhi are lying closed for more than three months. 113 quarters have been declared dangerous. These quarters will be re-allocated after completion of repairs. 154 quarters are vacant due to non-clearance of electricity-bills by the ex-allottees with Delhi Vidyut Board. The concerned departments of the ex-allottees have been requested to direct the persons concerned to clear the dues. 124 quarters are not being accepted on account of these being unpopular due to their proximity to fly-overs, village etc. These quarters when not accepted by eligible employees are allotted to next persons waiting in the lists.

(c) As and when an allotment letter is issued, licence fee bill is also issued. Recovery of licence fee is made by the concerned DDO as per the said bill. As and when the rates of licence fee are revised, the concerned Departments are requested to effect the recovery at the revised rates. However, in case of Government quarters which are lying closed, no recovery is being made.

(d) Where the quarters are finished with white-wash/ colour wash, the frequency of repeating the finish is two years and where cement paint is provided on the external surface the same is repeated after three years.

(e) No, Sir. There is no Government colony where white-wash has not been carried out for the last eight years.

(f) Not applicable in view of (e) above.

(g) All efforts are made to maintain the external surface of Government colony properly within the available budgetary resources.

[English]

Promotion of Urdu Language

816. SHRI ASADUDDIN OWAISI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the present status of schemes under implementation for promotion of Urdu; and

(b) the steps taken/being taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) and (b) The Government and National Council for Promotion of Urdu Language (NCPUL), an autonomous body under the administrative control of this Ministry operate many schemes for promotion of Urdu language. Status of the schemes is as under:

- (1) Financial Assistance for Appointment of Urdu teachers in States/UTs; Under this scheme financial assistance is provided for teaching Urdu as second language for which honorarium @ Rs. 500 p.m. or 10% of the basic pay of regular Urdu teachers per month whichever is less is provided. Rs. 13.00 crore has been earmarked in BE 2004-05 for the scheme.

- (2) NCPUL has a Budget Provision of Rs. 11.00 crores for 2004-05 and administers the following schemes:-
- (a) One year Diploma course in Computer Applications and Multilingual DTP which is being run since 1999. So far 150 centers have been established.
- (b) 23 Calligraphy and Graphic Design Training Centers have been established all over the country covering 12 States.
- (c) A six month Certificate Course in Urdu Script through Hindi and English medium for those who know Devnagri or Roman script and wish to learn Urdu script is being run which now has been upgraded to one year Diploma Course.
- (d) The Council brings out three journals (i) Urdu Duniya (monthly) (ii) Fikr-o-tehqeeq (quarterly) (iii) Urdu Darpan (quarterly).
- (e) NCPUL has organized five Kul Hind Urdu Kitab Melas so far, first and second at Lal Qila Ground, Delhi in 2000 and 2001, third at Mumbai in 2002, fourth at Srinagar in 2003 and Fifth Kul Hind Urdu Kitab Mela at Mumbai in 2004.
- (f) Financial assistance to small and medium Urdu newspapers is given for availing Urdu service of the United News of India (UNI). Presently, 45 Daily Urdu newspapers are connected to UNI Urdu service.
- (g) Financial assistance is given to NGOs for engaging part-time Urdu teachers for promotion of Urdu education and to voluntary organizations/ individuals for publication of manuscripts and bulk purchase of books etc.

Production Cost of Steel

817. SHRI S. AJAYA KUMAR: Will the Minister of STEEL be pleased to state:

- (a) the production cost of steel produced in India *viz* a *viz* other countries during each of the last three years;
- (b) the gap between demand and supply of steel in the country; and
- (c) the steps taken to boost the production of steel?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN):

(a) The production cost of steel is classified commercial information for the steel companies and data for the same is not maintained by the Ministry of Steel.

(b) The domestic demand for steel is being fully met in the country except for some specialised grades required in small quantities. In fact, the overall supply is in excess of demand since apparent consumption of steel, which reflects domestic demand, was 30.3 million tonnes in 2003-04 as against a domestic finished steel production of 36.2 million tonnes.

(c) In a deregulated and liberalized environment, the Government does not directly intervene in the production of steel. The Government plays the role of facilitator and provides an enabling environment through policy initiatives to foster growth of the steel industry. The Government has taken several steps to increase the production of steel such as modernization and expansion of public sector steel plants and adoption of various policy measures to encourage creation of additional steel production capacity in the private sector. Indian steel producers have also taken steps to meet the domestic requirement of steel including upgradation of technology, improvement in productivity, improvement in quality of products and adoption of an appropriate product mix to meet the requirement of the consumers.

Demand and Supply of Sponge Iron

818. SHRIMATI MINATI SEN: Will the Minister of STEEL be pleased to state:

- (a) the gap between demand and supply of sponge iron in each steel plant of the country during the last three years; and
- (b) the quantum of sponge iron imported by each steel plant during the said period?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN):

(a) There is no reported gap between demand and supply of sponge iron in steel plants during the last three years.

(b) There was no import of sponge iron during the said period.

Fencing on Indo-Bangladesh Border

819. SHRI KINJARAPU YERRANNAIDU: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether barbed wire fence along the Indo-Bangladesh border has been completed;

(b) if not, the target for completion of the fence;

(c) the reasons for non-completion by 2003 as scheduled earlier; and

(d) the expenditure incurred and the details of cost escalation so far?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY): (a) to (d) No, Sir.

Originally, the target for completion of the barbed wire fence was 2007 and not 2003. This was revised and advanced to year 2006.

So far, an amount of Rs. 1423.45 crores has been incurred on the construction of Indo-Bangladesh Border fencing project. This includes the expenditure incurred on construction of border roads also. The cost of ongoing fencing project has been revised by the Cabinet Committee on Security (CCS) from Rs. 1334 crores to 2876 crores due to modification in the existing designs of fencing.

[Translation]

Secondary Freight for Fertilizers

820. SHRI DALPAT SINGH PARSTE: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government of Madhya Pradesh has requested the Union Government to give secondary freight for all the fertilizers; and

(b) if so, the time by which a decision is likely to be taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI K. RAHMAN KHAN): (a) and (b) The secondary freight is already being paid on urea as part of the freight subsidy and it is inbuilt in the rates of concession in respect of decontrolled phosphatic and potassic fertilizers. The secondary freight is being paid on fertilizers in all States including Madhya Pradesh.

[English]

Different Rate Contracts for DGS&D

821. SHRI PRABHUNATH SINGH: Will the Minister of HOME AFFAIRS be pleased to refer to the reply given

to USQ No. 3139 dated December 23, 2003 regarding different rate contracts for DGS&D and state:

(a) whether the information has since been collected;

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

(c) if not, the reasons for delay?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY): (a) to (c) No, Sir. The full information in regard to the Question under reference has not been collected. The Directorate General of Supply and Disposal had undertaken a cost study the findings of which have not so far been communicated to the Ministry of Home Affairs.

New Commission for Central State Relationship

822. SHRI A.K. MOORTHY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether a new commission to go into issues to Central-State Relationship is under consideration of the Government; and

(b) if so, the details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY): (a) and (b) The Sarkaria Commission was constituted by the Union Government in 1983 to look at the issue of Centre-State relations. Keeping in view the sea changes that have taken place in the polity and economy of India since then, the Union Government is committed to setting up of a new Commission to look into the issues relating to Centre-State relations.

[Translation]

Expansion of Third Phase of ICDP Financed by World Bank

823. SHRI MAHENDRA PRASAD NISHAD: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Union Government has received any proposal from the Government of Uttar Pradesh seeking approval for expansion of the third phase of Integrated Child Development Project financed by World Bank; and

(b) if so, the time by which the approval is likely to be accorded and funds released for the aforesaid project?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KANTI SINGH): (a) and (b) No, Sir. No proposal of Government of Uttar Pradesh for expansion has been received. However, World Bank Assisted ICDS-III Project, which includes the State of Uttar Pradesh also, comes to an end on 30.9.2004. A proposal for extension of the Project is under negotiation with the World Bank and is likely to be finalized shortly.

[English]

Task Force on Power Sector

824. SHRIMATI JAYABEN B. THAKKAR: Will the Minister of POWER be pleased to state:

(a) whether the Government has constituted any task force on power sector;

(b) if so, the composition, tenure of each Member and main objective thereof;

(c) whether the task force has submitted its report to the Government recently;

(d) if so, the main recommendations made by the task force; and the number out of them have accepted by the Government; and

(e) the reasons for non-acceptable ones?

THE MINISTER OF POWER (SHRI P.M. SAYEED): (a) to (e) With the objective of catalyzing fresh investment in the power sector and ensuring the implementation of the reforms and the Electricity Act, 2003, a Task Force on "Power Sector Investments and Reforms" has been constituted on 19th August, 2003 under the Chairmanship of Shri N.K. Singh, Member (Energy), Planning Commission. The other Members of the Task Force were

Shri S. Narayan, Shri R.V. Shahi, Smt. Vineeta Rai and Shri H.L. Bajaj. The Task Force has submitted its Report to the Government recommending, *inter-alia*, draft National Electricity Policy and Tariff Policy. The Government of India has already announced the following beneficial fiscal measures for the Power Sector based on the recommendations of the Task Force:

- Reduction of the aggregate duty on transmission and distribution equipments from the level of 25% (Basic Customs Duty) + 16% (CV Duty) + 4% (Special additional duty) to 10% (BCD) + 16% (CVD).
- Reduction of customs duty on electricity meters from 25% to 15%.
- Reduction of customs duty on coal from 25% to 15%.

[English]

Fund for Pumpset Energization

825. SHRI RUPCHAND MURMU: Will the Minister of POWER be pleased to state:

(a) whether Rural Electrification Corporation has any scheme to provide funds for water pumpset energization in tribal areas of the country; and

(b) if so, the details thereof along with the name of the States where the Pumpset Energization System is being implemented?

THE MINISTER OF POWER (SHRI P.M. SAYEED): (a) Rural Electrification Corporation (REC) provides funds for energization of pumpsets in all areas including the tribal areas.

(b) State-wise details of number of pumpsets energized under REC financed scheme fro 8th, 9th and 10th Five Year Plan are given in the Statement enclosed.

Statement

Status of Pumpsets Energized under REC-Funded schemes during 8th, 9th and first two years of 10th Plan

Sl. No.	State	8th Five Year Plan	9th Five Yar Plan	First two Years of 10th Five Year Plan
1	2	3	4	5
1.	Andhra Pradesh	364264	89165	52439
2.	Arunachal Pradesh	-	-	-

1	2	3	4	5
3.	Assam	-	-	-
4.	Bihar	8546	932	-
5.	Delhi	-	-	-
6.	Goa	-	-	-
7.	Gujarat	81745	55299	11155
8.	Haryana	20277	6957	867
9.	Himachal Pradesh	845	1529	377
10.	Jammu and Kashmir	2410	2552	978
11.	Karnataka	164046	217745	18862
12.	Kerala	56995	76564	22486
13.	Madhya Pradesh	220439	114632	-
14.	Maharashtra	343549	230358	85606
15.	Manipur	-	-	-
16.	Meghalaya	-	-	-
17.	Mizoram	-	-	-
18.	Nagaland	4	-	-
19.	Orissa	11582	4382	-
20.	Punjab	40371	21558	2498
21.	Rajasthan	101591	75478	16923
22.	Sikkim	-	-	-
23.	Tamil Nadu	197371	185234	55306
24.	Tripura	256	-	-
25.	Uttar Pradesh	68436	37821	-
26.	West Bengal	6644	33	-
Total		16,89,371	11,20,239	2,67,497

*[Translation]***Allocation of Funds for Primary, Secondary and Higher Education**

826. SHRI PRADEEP GANDHI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the amount allocated for primary education, secondary education and higher education after creation of Chhattisgarh State till date, scheme-wise; and

(b) the progress of work in this regard, year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) and (b) State-wise allocation are not made under the Centrally Sponsored Schemes/projects administered by the Ministry. Grants are, however, released to State Governments keeping in view the proposals received, availability of resources and progress of utilization of funds earlier released under each scheme. Scheme-wise amount allocated for Elementary Education, Secondary Education and Higher Education during the years from 2001-02 to 2004-05 is given in Statement - I & II enclosed.

Statement I*Funds for Elementary Education, Secondary Education and Higher Education*

(Rs. in crore)

S.No.	Name of the Sector/Scheme	Allocation 2001-02
1	2	3

ELEMENTARY EDUCATION**Other than Externally Aided projects**

1.	Operation Blackboard	520.00
2.	Teacher Education	220.00
3.	Non Formal Education (State Sector)	400.00
4.	National Council of Teacher Education	6.00
5.	Bal Bhawan Society	4.00
6.	National Programme of Nutritional Support to Primary Education	930.00
7.	Sarva Shiksha Abhiyan	500.00
8.	National Programme for Women's Edu.	10.00
	A. Sub-Total (Other than EAP)	2590.00

Externally Aided Projects

1.	Shiksha Karmi	30.00
2.	Lok Jumbish	59.00
3.	Mahila Samakhya	11.00
4.	District Primary Education Programme	1100.00
5.	Joint GOI-UN Programme for Primary Education	10.00

1	2	3
	B Sub-Total (EAP)	1210.00
	Total Elementary Education	3800.00
	Secondary Education	
1.	Computer Education in Schools (Class)	84.50
2.	Integrated Education for Disabled Children (IEDC)	21.40
3.	Vocationalisation of Education	42.70
4.	Environment Orientation to School Education	2.60
5.	Improvement of Science Education in Schools	18.00
6.	Promotion of Yoga	0.30
7.	Educational Technology	13.70
8.	NCERT	11.20
9.	National Open School	8.30
10.	Navodaya Vidyalayas	349.50
11.	Assistance to NGOs for Strengthening Hostel Facilities for Girls	4.30
12.	Kendriya Vidyalaya	81.10
13.	National Population Education Project (School and NFE)	3.50
14.	Central Tibetan School Admn. (CTSA)	2.60
	Total (Secondary Education)	643.70
	University and Higher Education	
1.	Association of Indian Universities	0.50
2.	Dr. Zakir Hussain Memorial College Trust	0.50
3.	Institutions of Higher Learning	0.60
4.	I.C.H.R.	2.50
5.	I.I.A.S.	2.50
6.	I.C.P.R.	2.26
7.	I.C.S.S.R.	15.35
8.	U.G.C.#	488.08
9.	I.G.N.O.U.	59.00
10.	National Council of Rural Institutes	0.90
11.	PHISPC	1.80
12.	National Loan Scholarship Scheme (transferred from Language)	0.01
13.	Free Education for Girls	1.00
	Total (Univ. & Higher Education)	575.00

#Includes budget provision of Rs. 28.00 crore of Programme to Strengthening Scientific Research in Ninth Plan.

Statement II**Allotment of Funds for Elementary Education, Secondary Education and Higher Education**

(Rs. in crore)

S.No.	Name of the Sector/Scheme	Allocation		
		2002-03	2003-04	2004-05
1	2	3	4	5
ELEMENTARY EDUCATION				
Other than Externally Aided projects				
1.	Operation Blackboard	65.00	0.00	0.00
2.	Teacher Education	207.00	207.00	207.00
3.	Non Formal Education (E G S & AIE)	2.00	0.00	0.00
4.	National Council of Teacher Education	5.00	6.25	7.75
5.	Bal Bhawan Society	4.50	4.00	4.72
6.	National Programme of Nutritional Support to Primary Education	1175.00	1175.00	1675.00
7.	Sarva Shiksha Abhiyan	1680.00	1851.25	2557.08
8.	Kasturba Gandhi Swatantrata Vidyalaya	8.50	8.50	100.00
	A. Sub-Total (Other than EAP)	3147.00	3252.00	4551.55
Externally Aided Projects				
1.	Shiksha Karmi	40.00	10.00	39.04
2.	Lok Jumbish	60.00	70.00	29.41
3.	Mahila Samakhya	20.00	30.00	30.00
4.	District Primary Education Programme	1380.00	1200.00	600.00
5.	Sarva Shiksha Abhiyan	*	100.00	500.00
6.	Joint GOI-UN Programme for Primary Education	20.00	5.00	—
	B. Sub-Total (EAP)	1520.00	1415.00	1198.45
	Total Elementary Education	4667.00	4667.00	5750.00
SECONDARY EDUCATION				
Centrally Sponsored Schemes				
1.	Access and Equity	20.00	20.00	30.00
2.	Quality Improvement in Schools	26.00	26.00	20.00

1	2	3	4	5
3.	I C T in Schools	111.00	111.00	97.00
4.	Integrated Education for Disabled Children (IEDC)	35.00	35.00	39.00
5.	Vocationalisation of Education	5.00	②	②
6.	Grants-in-aid to Institutions in School Education			
	(i) NCERT	14.00	14.00	19.00
	(ii) National Open School	15.00	15.00	7.00
	(iii) Navodaya Vidyalayas	360.00	360.00	392.00
	(iv) Kendriya Vidyalaya	85.00	85.00	85.00
	(v) Central Tibetan School Admn. (CTSA)	3.00	3.00	3.00
7.	Joint Indo Mongolian School at Mongolia	—	—	1.00
	Total (Secondary Education)	719.00	669.00	693.00
UNIVERSITY AND HIGHER EDUCATION				
Centrally Sponsored Schemes				
1.	Free Education for Girls	1.00	1.00	1.00
Central Sector Schemes				
2.	Association of Indian Universities	0.50	0.40	0.50
3.	Institutions of Higher Learning	1.00	1.30	1.00
4.	Dr. Zakir Husain Memorial College Trust	0.50	0.40	0.40
5.	U.G.C.	516.75	516.75	541.75
6.	I.G.N.O.U.	67.00	67.00	67.00
7.	Institutions of Research			
	(i) I.C.H.R.	2.80	2.80	2.80
	(ii) I.I.A.S.	2.75	2.75	2.75
	(iii) I.C.P.R.	2.40	2.40	2.40
	(iv) I.C.S.S.R.	17.50	17.50	17.50
	(v) PHISPC	1.90	1.90	1.90
	(vi) National Council of Rural Institutes	0.90	0.80	1.00
Total (Univ. & Higher Education)		615.00	615.00	640.00

*Included under SSA-other than externally aided projects.

② Since transferred to Technical Education Bureau.

*[English]***Subsidy to Solar Energy Users**

827. SHRI P.C. THOMAS: Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Government propose to provide subsidy to the users of solar energy in the country directly;

(b) if so, the details thereof;

(c) the measures being taken by the Government to promote the use of solar energy; and

(d) the amount of central grants sanctioned to each State, particularly to Kerala for the development of solar energy during the last three years?

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI VILAS MUTTEMWAR): (a) and (b) To promote the use of solar energy, the Ministry of Non-Conventional Energy Sources has been providing subsidy to the users of solar lights, solar pumps and solar photovoltaic power plants through

their respective State Renewable Energy Development Agencies. For solar water heaters, users can avail soft loans from a few designated banks and Indian Renewable Energy Development Agency under an Interest Subsidy Scheme of the Ministry. The quantum of Central subsidy in case of solar photovoltaic systems varies from system-to-system. It is about 90% in the Special Category States and about 50% in other States. The interest rates on the soft loans for solar thermal systems are 5% and 7% per annum for the individuals and commercial organizations, respectively.

(c) Apart from providing direct subsidy/interest subsidy and grant for publicity and promotional efforts, the other incentives being provided for wide spread use of solar energy include accelerated depreciation under the income tax law, exemption of central sales tax, excise duty and rebate in electricity bills offered by some electricity boards for use of solar water heating systems. Support is also being provided under the R&D programme of the Ministry for development of more reliable and cost effective products.

(d) The grants sanctioned to each State including Kerala for development of solar energy are shown in the Statement enclosed.

Statement

State-wise Release of Funds for Solar Energy Programmes During 2001-2002, 2002-2003 and 2003-2004

(Rupees in Lakhs)

Sl. No.	State/Union Territory	Funds Released		
		2001-2002	2002-2003	2003-2004
1	2	3	4	5
1.	Andhra Pradesh	286.67	348.77	38.76
2.	Arunachal Pradesh	3.53	151.69	174.59
3.	Assam	1.26	89.50	336.70
4.	Bihar	0.33	4.00	1.37
5.	Chhattisgarh	249.70	629.17	417.66
6.	Delhi	0.76	17.88	6.59
7.	Goa	0.00	0.00	18.63
8.	Gujarat	87.43	306.06	85.94

1	2	3	4	5
9.	Haryana	233.44	523.44	292.05
10.	Himachal Pradesh	135.44	120.91	112.63
11.	Jammu and Kashmir	772.06	715.83	648.50
12.	Jharkhand	3.41	133.98	1057.93
13.	Karnataka	115.15	125.45	247.67
14.	Kerala	851.10	38.82	35.16
15.	Madhya Pradesh	34.53	112.25	16.38
16.	Maharashtra	46.09	29.12	331.48
17.	Manipur	44.75	738.23	241.53
18.	Meghalaya	9.68	340.92	43.32
19.	Mizoram	19.95	57.33	308.51
20.	Nagaland	0.00	0.80	1.80
21.	Orissa	65.00	0.00	-
22.	Punjab	650.56	1043.57	1546.23
23.	Rajasthan	592.25	667.98	560.19
24.	Sikkim	36.92	20.90	40.56
25.	Tamil Nadu	55.50	73.75	1917.49
26.	Tripura	205.80	399.09	954.56
27.	Uttar Pradesh	794.62	747.50	1970.73
28.	Uttaranchal	261.37	587.19	1126.10
29.	West Bengal	793.44	688.04	2787.26
30.	Andaman and Nicobar Islands	66.00	88.93	-
31.	Chandigarh	13.94	12.71	16.89
32.	Lakshadweep Islands	572.49	392.00	-
33.	Pondicherry	3.78	14.94	4.10
34.	Others	-	-	140.45

*[Translation]***Distribution of Solar Lantern**

828. SHRIMATI RANJEET RANJAN: Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the number of solar lanterns distributed in Bihar to the persons living below poverty line during the last three years;

(b) whether the programme of distributing the solar lanterns has since been discontinued;

(c) if so, the facts and reasons therefor;

(d) whether the Government is now formulating a new scheme in order to provide the same without hassles; and

(e) if so, the modalities thereof?

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI VILAS MUTTEMWAR): (a) to (c) Till the financial year 2001-02, the Ministry of Non-Conventional Energy Sources was implementing a programme all over the country including Bihar for the supply of solar lanterns at subsidized costs. However, the subsidy on solar lanterns was withdrawn from the financial year 2002-03 to avoid possible misuse of the scheme and to enable development of a free market for solar lanterns. The number of solar lanterns distributed in Bihar under the programme during the last three years are given below:

Year	Number of Solar Lanterns Distributed
2001-02	2500
2002-03	5500 Spill over from the previous years allocations
2003-04	Nil

The scheme was open to all categories of users. No statistics for number of systems distributed to the persons living below poverty line is available.

(d) and (e) Yes, Madam. The modalities are being worked out.

*[English]***Setting up of Engineering Colleges**

829. SHRI P. RAJENDRAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of applications recommended by Kerala Government for new engineering colleges in the State during the last three years;

(b) the number out of them sanctioned by the concerned authority during the said period and till date;

(c) whether Competent Authority has recognised a few engineering colleges in Kerala under private self financing professional colleges recently; and

(d) if so, the details of total seats and seats available on the basis of merit for engineering in these colleges, category-wise as on date?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) and (b) As per information furnished by the All India Council for Technical Education (AICTE), details of applications recommended by Kerala Government for setting up of new engineering colleges and the approval given by AICTE during the last three years are as under:

Year	Number of proposals recommended by the State Government	Number of Institutes approved by AICTE
2002-03	47	29
2003-04	18	10
2004-05	08	07
Total	73	46

(c) 40 colleges out of the total 46 engineering colleges approved by AICTE during the last three years in the State of Kerala are private self-financing professional colleges.

(d) As per the judgement of Hon'ble Supreme Court in the case of TMA Pal Foundation & Others. Vs. State of Karnataka & Others, the provisions of free seats and payment seats have been abolished. However, the State Governments have been empowered to decide the percentage of management seats in private unaided

professional colleges. The total number of seats available in AICTE approved self-financing engineering colleges in the State of Kerala as on date is 14820.

Development of North Eastern Region

830. SHRI W. WANGYUH KONYAK: Will the Minister of DEVELOPMENT OF NORTH EASTERN REGION be pleased to state:

(a) whether the Union Government had decided to deduct 10% of annual allocations of all Ministries for pooling resources for development of North Eastern States;

(b) if so, the total amount realized on account of such deductions during 2003-04 with details of deductions, Ministry-wise;

(c) whether any Ministry had been exempted from the rule of deduction of 10%; and

(d) if so, the details of the Ministries, so exempted, with criteria for exemption?

THE MINISTER OF TRIBAL AFFAIRS AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI P.R. KYNDIAH): (a) The Union Government had taken a decision in 1998-99 that 10% of the Gross Budgetary Support (GBS) of all Ministries/Departments of Government of India be earmarked for expenditure on North Eastern Region except those which are specifically exempted and the unspent balance of earmarked 10% of GBS be transferred, at the end of each financial year, to a Non-lapsable Central Pool of Resources (NLCPR) for funding developmental projects in the North Eastern Region.

(b) The details of unspent balance of 10% of GBS of various Ministries/Departments coming to NLCPR for the year 2003-04 are yet to be finalised.

(c) and (d) Yes, Sir. 17 Ministries/Departments have been exempted from the norm of 10% allocation as per the list enclosed as statement. The criteria laid down by the Government for exemption from 10% allocation include:

- (i) Highly scientific Ministries/Departments with hardly any scope for work in the North East such as Department of Space, Atomic Energy etc.
- (ii) The Ministries/Departments having no direct involvement in the North-East and Sikkim such

as the Department of Ocean Development and the Ministries in which case the expenditure in the North East and Sikkim was 'Nil' during the last three years.

- (iii) The Ministries/Departments whose GBS is less than Rs. 10.00 crores.

Statement

List of Currently Exempted Departments

1. Expenditure
2. Revenue
3. Planning
4. Ocean Development
5. Space
6. Atomic Energy
7. Economic Affairs
8. External Affairs
9. Petroleum & Natural Gas
10. Steel
11. Legal Affairs
12. Personnel & Training
13. Bio-technology
14. Science & Technology
15. Scientific & Industrial Research
16. Official Language
17. Company Affairs
18. Social Justice and Empowerment (the Ministry is required to earmark 2% of their budget for Scheduled Caste Division. The 10% norm is applicable to other programmes of the Ministry).

Revival of Hindustan Antibiotics Limited

831. SHRI MILIND DEORA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government propose to revive the Hindustan Antibiotics Ltd.;

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

(c) whether the penicillin manufacturing company of Pune have sent revival package to the Government;

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

(e) whether the proposal of Mumbai-based Sun Pharmaceutical to take over the company stands shelved and proceedings of BIFR halted; and

(f) if so, the steps proposed to be taken to stop dumping of cheap penicillin by foreign countries including China in the Indian market?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI K. RAHMAN KHAN): (a) and (b) Yes, Sir. Government has announced in the Budget 2004-05 that Hindustan Antibiotics Limited (HAL) will be given financial support for restructuring.

(c) to (e) HAL, Pimpri, Pune is a Sick Public Sector Company referred to the Bureau of Industrial Finance and Reconstruction (BIFR). Industrial Development Bank of India (IDBI), Mumbai who has been appointed as the Operating Agency by BIFR held a joint meeting on April 30, 2004 with all concerned to consider the revival scheme submitted by HAL and M/s. Sun Pharmaceuticals Industries Limited (SPIL). During the meeting, OA (IDBI) has rejected the proposal from SPIL and have asked HAL to submit a revised revival proposal. HAL has submitted the proposal which necessitates infusion of funds by the Government.

(f) The Director General Anti-dumping (DGAD) has not received any fully documented application from the Domestic Industry requesting for initiation of Anti-dumping investigation on the imports of penicillin from People's Republic of China.

Indian Nationals Overstaying in Other Countries

832. SHRI KAILASH MEGHWAL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Delhi Police arrested some persons at the Indira Gandhi International Airport for their overstay in other countries and getting entry into the country without proper arrival stamps on their passports/visas;

(b) if so, the details thereof and the countries from where these Indian nationals arrived;

(c) whether during the investigation, it has been found that some Government officials were found involved in

helping these persons gaining entry into the country without following the proper and legal procedure;

(d) if so, the details thereof including the Departments to which these officials belonged; and

(e) the action taken against such officials by the Government?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY): (a) and (b) No Indian national, who had visited a foreign country on the basis of valid documents but had overstayed there and deported, was arrested at Indira Gandhi International Airport, New Delhi during the period from 1st January, 2004 to 30th June, 2004. However, 51 persons, who had gone abroad without any valid documents and were deported on being found out, were arrested on their arrival during the aforesaid period. The names of the countries from where they arrived are given in the statement enclosed.

(c) No, Sir.

(d) and (e) Do not arise.

Statement

Sl.No.	Name of the country	No. of persons arrived
1	2	3
1.	Cyprus	3
2.	U.S.A.	4
3.	Norway	2
4.	Spain	2
5.	Canada	3
6.	Russia	2
7.	United Kingdom	6
8.	Italy	1
9.	Malaysia	4
10.	France	6
11.	Vienna	1
12.	Thailand	7
13.	Australia	2

1	2	3
14.	Hongkong	1
15.	China	2
16.	Tashkant	5

Profit Earned by SAIL

833. SHRI ASHOK KUMAR RAWAT: Will the Minister of STEEL be pleased to state:

(a) whether Steel Authority of India has earned a record profit during each of the last two years;

(b) if so, the details thereof;

(c) whether SAIL has also announced wage revision recently; and

(d) if so, the details thereof?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN):

(a) No, Sir.

(b) The details of profit/loss in respect of Steel Authority of India Limited, for the last two years are as under:

(Rs. crores)

2002-03	2003-04
(-)304	2512

(c) No, Sir.

(d) Does not arise.

Coal Mine Joint Venture by SAIL

834. SHRIMATI D. PURANDESWARI: Will the Minister of STEEL be pleased to state:

(a) whether Steel Authority of India Ltd., is considering an overseas coal mine joint venture;

(b) if so, the details thereof; and

(c) the steps taken for uninterrupted supply of coal to SAIL plants?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN):

(a) and (b) In order to ensure sustained supplies of coking

coal, SAIL is currently exploring the possibilities of forging strategic alliances with overseas coal mining companies. Several proposals are currently under examination for their suitability.

(c) For augmenting supplies of coking coal to SAIL from domestic sources, Ministry of Steel has suggested to the Ministry of Coal to consider a joint venture between Coal India Limited and SAIL to exploit existing or new blocks.

Revival of Sick Fertilizer Units

835. SHRI ADHIR CHOWDHARY: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the names of the fertilizer unit declared sick as on date, State-wise;

(b) the policy of Government with regard to revival of sick fertilizer units and expansion of the existing units;

(c) the steps taken in that direction during the last plan period and the programme drawn for current plan;

(d) whether any effort is being made to achieve self-sufficiency in fertilizers;

(e) if so, the achievement made in that regard in last plan; and

(f) the projection made for production of fertilizers in current plan, both in public and private sector?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI K. RAHMAN KHAN): (a) The details of the sick fertilizer units are given below:—

Name of the Company	Unit	State
Fertilizer Corporation of India Ltd. (FCI)	Gorakhpur	Uttar Pradesh
	Korba	Chhattisgarh
	Ramagundam	Andhra Pradesh
	Sindri	Jharkhand
Hindustan Fertilizer Corporation of India Ltd. (HFC)	Talcher	Orissa
	Barauni	Bihar
	Durgapur	West Bengal
Pyrites, Phosphates and Chemicals Ltd. (PPCL)	Haldia	West Bengal
	Dehradun	Uttaranchal
	Amjhore	Bihar
	Saladipura	Rajasthan

(b) As per Government's Common Minimum Programme (CMP), the sick fertilizer companies are to be modernized, restructured and revived and the chronically loss making companies will either be sold or closed after all workers have got their legitimate dues and compensation.

(c) In the light of the CMP, the revival of the closed fertilizer Public Sector Undertakings is being re-examined based on market demand and their techno-economic viability.

(d) and (e) As per the industrial policy resolution dated 24th July, 1991, no industrial licence is required for setting up and expansion of fertilizer plants, subject to environment clearance. However, the Government has been pursuing policies which are conducive for encouraging investment in fertilizer sector so as to achieve self-sufficiency in meeting the indigenous requirement of major fertilizers. In case of urea, the Government has recently announced the pricing policy for investment to be made in (a) new and expansion projects of urea; and (b) existing non-gas based urea units converting to natural gas/LNG for feedstock/fuel. In order to augment indigenous availability of urea, IFFCO and KRIBHCO, the multi-state cooperative societies, are setting up a joint venture in Sur, Oman with Oman Oil Company and the entire production of 16.52 lakh MT of urea will be imported by the Government. On the other hand, installed capacity (54.20 lakh MT in nutrient terms) of phosphatic and potassic fertilizers (except MOP) is sufficient enough to meet the current level of requirement (average consumption of 46.47 lakh MT of last three years). As regards MOP, the country is dependent on total imports in the absence of any exploitable reserves of potash in the country.

(f) As per the Tenth Plan working group assuming 100% capacity utilization in existing plants, the estimated production of nitrogen and phosphate in the Tenth Five Year Plan, in nutrient terms is estimated as follows:—

Year	Nitrogen (N)	Phosphate (P)
2002-03	120.58	52.31
2003-04	121.74	52.31
2004-05	121.74	52.31
2005-06	121.74	52.31
2006-07	129.28	52.31

Expansion/Upgradation of SAIL

836. SHRI K.S. RAO:
SHRI KAILASH MEGHWAL:

Will the Minister of STEEL be pleased to state:

(a) whether the Government has any proposal for expansion and technological upgradation of SAIL;

(b) if so, the details in this regard alongwith the funds earmarked for the purpose;

(c) whether SAIL has reduced their workforce;

(d) if so, the reasons therefor; and

(e) the steps taken by the Government to increase production and efficiency in SAIL?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN):
(a) and (b) Government has not received any proposal for the expansion and technological upgradation of SAIL.

(c) to (e) In order to improve the overall competitiveness of the company, Government has directed SAIL to take steps to reduce its manpower as part of its Restructuring Plan. Further, company was also directed to take steps towards better fund management, debt reduction and cost cutting along with improving input materials, better product-mix, quality upgradation and improved equipment utilization for increasing production and efficiency.

Price of Life Saving Drugs

837. SHRI AJOY CHAKRABORTY: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the prices of medicines particularly life saving drug are increasing regularly which are beyond the reach of common man;

(b) if so, the reasons therefor; and

(c) the steps taken by the Government to bring down the prices in such a way that at least life saving drugs can be purchased by the common man?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI K. RAHMAN KHAN): (a) to (c) The Drugs (Prices Control) Order, 1995

does not make any distinction between Life Saving drugs and other drugs. In accordance with the provisions of the said Order, the Government fixes prices of the drugs listed in its First Schedule and formulations based thereon. In case, there is any violation of the approved/notified price of a Scheduled formulation, action is taken under the provisions of the DPCO'95.

Prices of non-Scheduled formulations are fixed by the manufacturers themselves keeping in view the various factors like cost of production, marketing/selling expenses, R&D expenses, trade commission, market competition, product innovation, product quality etc. The Government takes corrective measures where the public interest is found to be adversely affected.

Daman Bridge Collapse

838. SHRI MOHAN S. DELKAR: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has ordered a Judicial Inquiry into the tragic incident of Daman Bridge Collapse where 28 innocent school children lost their lives;

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

(c) whether the inquiry has since been completed;

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

(e) if not, the reasons for delay and the steps taken to check such incidents in future?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY): (a) to (e) It has been decided to appoint a Commission of Inquiry under the Commission of Inquiry Act, 1952, headed by a retired Judge of the High Court with its Headquarters at Daman, for the purpose of making an inquiry into the matters connected with the collapse of the bridge. The appointment of this Commission of Inquiry has not been, however, notified as a retired judge of a High Court willing to head the Commission has not so far been selected. The matter is expected to be finalized shortly.

In the meantime, the Daman & Diu Administration have carried out inspections of all the bridges and causeways in the Union territory and taken/initiated appropriate steps to ensure the safety of these structures. The collapsed bridge itself has been restored for use of pedestrian and light motor vehicle traffic.

[*Translation*]

Production Cost of Chemical Fertilizers

839. SHRI RAJIV RANJAN SINGH 'LALAN':
SHRI RAMJI LAL SUMAN:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the cost of production of fertilizers is affected due to use of various kinds of fuels;

(b) if so, the details of production cost of different chemical fertilizers;

(c) the details of different kinds of fuels used in production of chemical fertilizers during the last two years and the current year; and

(d) the steps taken by the Government to reduce the production cost of chemical fertilizers?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI K. RAHMAN KHAN): (a) to (d) The cost of production of chemical fertilizers is dependent, among other things, on the kinds of feedstock/fuels/raw materials used in their production. Various kinds of hydrocarbons are used as feedstock/fuel in the production of urea. Variation in the prices of inputs/raw materials has a direct bearing on the cost of production of fertilizers. Rates of concession payable to urea units as on 15.6.2004 are given in the enclosed statement.

The urea manufacturing units are mainly using natural gas, naphtha, Fuel Oil (FO), Low Sulphur Heavy Stock (LSHS), coal etc. in the manufacture of urea. The value of consumption of natural gas, naphtha, FO, LSHS and HSD for the manufacture of urea during the year 2002-03 and 2003-04 as furnished by the urea manufacturing units is given below:

Feedstock/fuel	Value of consumption (in Rs. crore)	
	2002-03	2003-04
Natural Gas	2628	2605
Naphtha	4981	5647
FO	561	626
LSHS	1484	1385
HSD	8	24
Total value	9662	10286

Until 31.3.2003, the subsidy payments to urea units were being governed under the provisions of the erstwhile Retention Price Scheme (RPS), which was unit specific and cost plus in nature. New Pricing Scheme (NPS) for urea units has been introduced with effect from 1.4.2003 replacing RPS. The primary consideration and goal of the NPS is to encourage efficiency parameters of international standards based on the usage of the most efficient feedstock and state-of-art technology.

The Department of Fertilizers has fixed normatively determined pre-set energy levels per tonne of urea for the urea manufacturing units which have become effective from 1.4.2004.

As regards the decontrolled phosphatic and potassic fertilizers, these fertilizers are produced primarily with the use of imported fertilizer inputs viz. ammonia, phosphoric acid, rock phosphate and sulphur. The cost of production, therefore, depends upon the cost of these fertilizer inputs in the international market and the exchange rate. The Government entrusted cost pricing study of all phosphatic and potassic fertilizers except Single Super Phosphate (SSP) to the Tariff Commission. The Tariff Commission worked out the normative cost of these fertilizer on the basis of most efficient norms of efficiency and consumption, which has been taken as the basis for providing concession/subsidy on these fertilizers.

Statement

Rates of concession determined for urea units as on 15.6.2004

S.No.	Name of the urea units	Rate of concession (Rs./Tonne)
1	2	3
Feedstock: Pre-1992 Gas		
1.	HFC-Namrup-III	5267
2.	IFFCO-Aonla-I	6000
3.	Indo Gulf-Jagdishpur	6065
4.	KRIBHCO-Hazira	5159
5.	NFL-Vijaipur-I	5856
Feedstock: Post-1992 Gas		
6.	NFCL-Kakinada-I	6878

1	2	3
7.	CFCL-Gadepan-I	7760
8.	TCL-Babrala	7622
9.	OCFL-Shahjahanpur	7662
10.	NFCL-Kakinada-II	7984
11.	IFFCO-Aonla-II	6570
12.	NFL-Vijaipur-II	7171
Feedstock: Pre-1992 Naphtha		
13.	IFFCO-Phulpur-I	11944
14.	MCFL-Mangalore	12625
15.	MFL-Chennai	14686
16.	SFC-Kota	11613
17.	SPIC-Tuticorin	12545
18.	ZIL-Goa	13766
Feedstock: Post-1992 Naphtha		
19.	IFFCO-Phulpur-II	12129
20.	CFCL-Gadepan-II	11996
Feedstock: FO/LSHS		
21.	GNVFC-Bharuch	8204
22.	NFL-Nangal	12522
23.	NFL-Bhatinda	12209
24.	NFL-Panipat	11843
Feedstock: Mixed		
25.	GSFC-Vadodara	9060
26.	IFFCO-Kalol	8648
27.	RCF-Thal	7864

Shifting of Headquarters of DVC

840. SHRI BABU LAL MARANDI: Will the Minister of POWER be pleased to state:

(a) whether the Union Government is contemplating to shift the headquarters of Damodar Valley Corporation from Kolkata to Ranchi; and

(b) if so, the time by which it is likely to be shifted?

THE MINISTER OF POWER (SHRI P.M. SAYEED):

(a) No, Sir.

(b) Does not arise.

Rise in Price of Iron

841. SHRI MAHESH KANODIA:

DR. M. JAGANNATH:

Will the Minister of STEEL be pleased to state:

(a) whether the prices of iron is rising constantly in the country;

(b) if so, the facts and the reasons therefor;

(c) whether the Government is contemplating to take any effective steps to check the rising prices;

(d) if so, the details thereof; and

(e) the time by which they are likely to be implemented?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN):

(a) No, Sir. The prices of iron and steel products are not rising constantly in the country.

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

(c) to (e) In a liberalised environment, the Government does not intervene directly in the market to influence prices. However, the Government, through its policy initiatives, has taken several steps to ensure availability of steel and stabilise the price in the domestic market which *inter-alia* include the following:-

(i) reduction in customs duty on non-alloy steel from 25% to 10%

(ii) reduction in customs duty on alloy steel from 25% to 15%

(iii) abolition of 4% Special Additional Duty (SAD) on imports

(iv) lowering of excise duty on steel items from 16% to 12%

(v) suspension of DEPB benefits upon exports of steel products

(vi) substantial increase in the allocation of steel items, during 2004-05, for supply to the SSI units under the Small Scale Industries Corporations (SSIC) scheme.

Post Matric Scholarships

842. SHRI SHIVRAJ SINGH CHOUHAN: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) the amount sought by various State Governments particularly the Government of Madhya Pradesh for the post matric scholarship for the financial year 2004-05, State-wise; and

(b) the time by which the said amount is likely to be allocated?

THE MINISTER OF TRIBAL AFFAIRS AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI P.R. KYNDIAH): (a) and (b) No complete proposal has been received so far from any of the State Governments. However, in order to mitigate the hardship to students it has been decided w.e.f. this year that 50% of the last years entitled central share would be released to the respective States by way of first instalment under the Post Matric Scholarship Scheme.

Losses due to Privatisation of Power

843. PROF. MAHADEORAO SHIWANKAR: Will the Minister of POWER be pleased to state:

(a) whether the Union Government is aware that the National Capital of Delhi had to suffer heavy losses due to privatization of power distribution;

(b) if so, the facts thereof and the amount of loss suffered by the Government of Delhi due to privatization of power during the years 2002-03 and 2003-04 along with the reasons therefor;

(c) whether the Government of Delhi has sought any permission or discussed the matter with the Union Government in this regard; and

(d) if so, the role played and the future policy of the Union Government in this regard?

THE MINISTER OF POWER (SHRI P.M. SAYEED):

(a) and (b) As per information made available by the Government of NCT of Delhi, it is not correct to say that it had to suffer heavy losses due to privatization of distribution system. According to the Transfer Scheme, Distribution Companies were to be provided power commensurating with their paying capacities at the rate fixed by Delhi Electricity Regulatory Commission (DERC). According to this Scheme each Distribution Company is

required to meet aggregate technical and commercial loss reduction targets on the year to year basis which have been met by the DISCOMS at the end of second year *i.e.* 31st March, 2004. An amount of Rs. 3450 crores have been earmarked for providing loan to TRANSCO for bridging the gap between power purchase cost and bulk supply tariff. The Transfer Scheme provided that an amount of Rs. 1364 crores and 1260 crores respectively shall be made available to the TRANSCO in the first two years and Rs. 690 crores in the year 2004-05.

(c) and (d) Privatization of distribution of electricity comes within the purview of the Government of National Capital Territory of Delhi.

[English]

Common Admission Test

844. SHRI VIRENDRA KUMAR:
SHRI PARSURAM MAJHI:

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

(a) whether the Government is considering to change the present rules and guidelines for Common Admission Test (CAT) for admission to IIM other MBA Institutions; and

(b) if so, the details thereof along with the basis on which the Examination system is being revised?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) and (b) Earlier, vide orders dated 10th October, 2003, it was inter-alia decided that admissions on All India basis to the MBA/PGDM (or equivalent) programmes in all institutions in the country for the academic year 2004-05 shall be made through one of the five (5) national entrance tests, namely—CAT (conducted by IIMs), JMET (conducted by IITs), MAT (conducted by AIMA), ATMA (conducted by AIMS) and XAT (conducted by XLRI). These tests shall be conducted independently, subject to the condition that these are objective and transparent. All institutions admitting students on All India basis will have to opt for one of these exams. It was also decided that admissions to these programmes shall be made through a single common All India test from the academic year 2005-06. In view of varying nature of examinations and different eligibility criteria for different programmes in various institutions, it has been decided vide a resolution dated 17.06.2004 to maintain the status

quo and continue with the above mentioned five national entrance tests instead of one single common entrance test for the academic year 2005-06.

Reform in Power Sector

845. DR. M. JAGANNATH:
SHRIMATI USHA VERMA:
SHRI KINJARAPU YERRANNAIDU:
SHRIMATI JAYABEN B. THAKKAR:

Will the Minister of POWER be pleased to state:

(a) whether the Government is contemplating to make some changes in the existing Mega Power Policy and adopt a six pronged strategy in the country in order to bring reforms in power sector; and

(b) if so, the details thereof?

THE MINISTER OF POWER (SHRI P.M. SAYEED): (a) and (b) The mega power policy announced in 1995 has been reviewed and revised from time to time after due inter-ministerial consultations, considering the experience gained in its implementation and the needs of the power sector. The policy was first revised in November, 1998 and provided for zero customs duty for import to capital equipment for 19 identified inter-state mega power projects in the Public as well as Private Sector. In addition, the income-tax holiday had been continued with the provision that the tax holiday period of 10 years can be claimed by a promoter in any block of 10 years within the first 15 years.

As per the latest amendment to the Customs Notification issued in March, 2003, the customs duty waiver has been extended to all inter-state projects which fulfil the basic criteria of minimum capacity of 1000 MW for thermal and 500 MW for hydel projects subject to certification by the Ministry of Power.

Illegal Arms Shipment

846. DR. P.P. KOYA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that a massive illegal arms shipment was recently seized near Chittagong;

(b) if so, the details thereof;

(c) whether the Government has made any investigations into the source of the illegal shipment of huge arms and the destination where it was intended for;

(d) if so, the details thereof; and

(e) the action taken by the Government in this regard stating the manner in which the massive consignment of arms is proposed to be disposed of?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY): (a) and (b) Yes, Sir. As per reports, the consignment included 1290 sub-machine guns/Ak-47 Rifles, 100 Tommy guns, 400 UZI Rifles/Semi automatic rifles, 150 Rocket Launchers etc.

(c) and (d) As per reports, the consignment was meant for use by Indian Insurgent Groups based in North East and elsewhere.

(e) The Government has taken up the matter with the Government of Bangladesh at various fora and expressed India's serious concern over the issue.

Inclusion of Drugs In the list of drugs price control order

847. SHRI KIRIP CHALIHA: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether medicines for common diseases like diarrhoea, anaemia etc. used by the poor people are not included in the list of Drugs Price Control Order (DPCO);

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

(c) the steps taken by the Government for inclusion of these drugs in the DPCO?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI K. RAHMAN KHAN): (a) to (c) The 74 bulk drugs specified in the First Schedule of the Drugs (Prices Control) Order, 1995 (DPCO, 95) and the formulations based thereon are under price control and their prices are fixed/revised by the National Pharmaceutical Pricing Authority (NPPA) in accordance with the provisions of the DPCO, 95. These drugs have been identified for inclusion under price control in the DPCO, 95 on the basis of criteria mentioned in the 'Modifications in Drug Policy, 1986', announced in September, 1994. These criteria take into account the extent of usage and the market competition of various drugs.

Prices of non-Scheduled formulations are fixed by the manufacturers themselves keeping in view the various factors like cost of production, marketing/selling expenses, R&D expenses, trade commission, market competition, product innovation, product quality etc. The Government takes corrective measures where the public interest is found to be adversely affected.

Construction Work on Land Acquired by DDA

848. SHRI ABDUL RASHID SHAHEEN:
SHRI HARIKEWAL PRASAD:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the construction work on the land acquired by Delhi Development Authority is going on according to the prescribed norms;

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

(c) whether any survey has been conducted in this regard;

(d) if so, the date on which it was conducted alongwith the outcome thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF URBAN DEVELOPMENT (SHRI GHULAM NABI AZAD): (a) and (b) Yes, Sir. The Delhi Development Authority has reported that construction works on acquired land is taken up in accordance with prescribed norms.

(c) to (e) The construction work are reviewed and monitored by Delhi Development Authority at various levels on a regular basis.

[Translation]

Fake Bills of Subsidy

849. SHRI HARIKEWAL PRASAD: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government has received complaints regarding fake bills of subsidy on fertilizers submitted by the fertilizer manufacturers;

(b) if so, the details thereof and the number of complaints received during each of the last three years;

(c) the action taken or proposed to be taken against erring officers;

(d) whether the Government has ascertained the amount claimed in such cases during the said period;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI K. RAHMAN KHAN): (a) Yes, Sir.

(b) As per available record, during the past three years, no complaint regarding submission of claims without production/sales or in contravention/violation of procedural

formalities for claiming subsidy/concession was received in 2001-02. However four such complaints were received in 2002-03, one in 2003-04 and so far no such complaint has been received in 2004-05. The year-wise details of these complaints are given in the enclosed Statement.

(c) So far, the inquiries into the complaints as detailed in the Statement referred to in (b) above have not found any involvement of government officials.

(d) to (f) In three of the five inquiries concluded so far the allegations of fake claims of subsidy/concession could not be substantiated. The extent of fake claim of subsidy/concession in respect of the remaining two complaints can be ascertained only after conclusion of respective inquiry.

Statement

Year	Manufacturer	Product	Nature of complaint	Outcome of inquiry
1	2	3	4	5
2001-02	Nil	Nil	Nil	Nil
	Gujarat State Fertilizer Corporation	DAP and Complex fertilizers	That during February, 2002, the company by showing sales of 40,000 MT of DAP & complex fertilizers on paper without actually delivering the stocks had claimed concession.	The allegation was not substantiated as the sales in question had been duly certified by the Gujarat Government.
	TEDCO Granite	SSP	False purchase of rock and fictitious SSP production in Books, etc.	The allegations were not substantiated as rock purchase from RSMML was proved in the inquiry conducted through Technical Audit and Inspection Cell (TAC) set up under the aegis of Projects and Development India Limited in pursuance of guidelines on Concession Scheme dated 17.5.2001.
2002-03	Rama Phosphates Ltd.	SSP	The unit showed inflated production of SSP and discrepancies in its Annual Report figures.	The allegations were not substantiated by inquiry conducted through TAC.
	Oswal Chemicals & Fertilizers Ltd.	DAP	The company claimed concession on inflated sales in U.P. during 2000-01 and 2001-02	According to preliminary report of U.P. Govt. some of the dealers to whom sales were made by the company had not obtained registration under Fertilizer Control Order on the date of sales. Hence, these sales as such could not qualify for claiming concession till registration formalities were completed. Also, some of the dealers have allegedly sold in Districts other than those authorised in their State Registration. The matter is still under examination.

1	2	3	4	5
2003-04	Madras Fertilizers Ltd.	Urea & Complex fertilizers	Intentionally claimed subsidy on sub-standard fertilizers.	The matter is still under investigation.
2004-05 upto 30.6.2004	Nil	Nil	Nil	Nil

[English]

Supply of Polluted/Dirty Drinking Water

850. SHRI BHUVANESHWAR PRASAD MEHTA: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Union Government is aware that polluted and dirty drinking water is being supplied in various areas of Delhi/New Delhi particularly in South Delhi recently causing health hazards;

(b) if so, the areas where such cases have been detected alongwith the complaints received in this regard;

(c) whether samples of the water were also tested in laboratories;

(d) if so, the outcome thereof; and

(e) the steps proposed to be taken by the Government to ensure supply of pure drinking water and to take action against the officials responsible for supply of polluted water?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF URBAN DEVELOPMENT (SHRI GHULAM NABI AZAD): (a) The Delhi Jal Board (DJB) has reported that drinking water supplied by them is potable and free from impurities. However, sometimes due to pipe bursts, damage to the pipelines, corrosion of service connections, unauthorised installation of on-line booster by consumers, complaints of polluted water are received by them which are attended to on top priority basis.

(b) The DJB has reported that it has received such complaints from water scarcity areas viz. Gobind Puri, Garhi, Kotla Mubark Pur, Madangir, Lajpat Nagar, Dakshinpuri etc.

(c) and (d) The DJB's laboratory and field staff lift about 500 water samples for residual chlorine daily at random from the consumer ends. The Treatment & Quality Control Department of DJB also lifts 300 samples daily which are checked for Bacteriological examination. About 0.75% of the total samples were found bacteriologically unsatisfactory during the year 2003-04 which is less than the permissible limit of 5%. All the samples are tested in laboratories to check the quality of drinking water supplied by it. The Jal Board also conducts tests for physio chemical parameters in raw water and final treated water.

(e) With a view to ensure supply of pure drinking water, the DJB has set up 6 water testing laboratories at various water treatment plants with adequate facilities and manned by qualified personnel for inspection and evaluating the suitability of water supplies for public use. These laboratories also control the water treatment process round the clock.

Apart from this, DJB is also getting samples of drinking water tested from outside reputed agencies like National Environmental Engineering Institute (NEERI) fortnightly for Physio-chemical, microbiological parameters. Testing for toxic metals, pesticides residue and trihalo methane formation are also tested by them on quarterly basis.

[Translation]

Inclusion of Certain Castes in SC/ST List

851. SHRI HANSRAJ G. AHIR: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the Government has taken a decision to include Halba, Halbi, Gowari, Gawari and Mana Castes as separate caste in the Scheduled Caste and Scheduled Tribe order (Amendment) Bill;

(b) if so, the details thereof;

(c) whether the Government has followed the procedure of discussion and consultation with social organizations of said castes in this matter; and

(d) if so, the details thereof?

THE MINISTER OF TRIBAL AFFAIRS AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI P.R. KYNDIAH): (a) No, Sir.

(b) Does not arise.

(c) and (d) The Government of India in June 1999, had laid down a procedure for modification in the list of the Scheduled Tribes. All representations for revision of the list of the Scheduled Tribes are processed in accordance with procedure.

[English]

Demand and Supply of Power

852. SHRI M. SREENIVASULU REDDY: Will the Minister of POWER be pleased to state:

(a) whether there is a huge gap between demand and supply of power in Andhra Pradesh;

(b) if so, the reasons therefor;

(c) whether there is any proposal under consideration of the Government to expand the Simhadri and Ramagundam power projects in A.P.; and

(d) if so, the decision taken by the Government thereon?

THE MINISTER OF POWER (SHRI P.M. SAYEED):

(a) and (b) During the period April-June, 2004, the energy and peak shortage in Andhra Pradesh was 0.3% and 1.6% respectively as compared to 2.5% and 5.0% in Southern Region as a whole, during the same period.

(c) and (d) At present there is no proposal for expansion of Simhadri Project. NTPC has taken up implementation of Stage-III expansion of Ramagundam Super Thermal Power Project by adding one unit of 500 MW. The unit is scheduled for commissioning in August, 2005.

[Translation]

Admission in Schools

853. SHRI NITISH KUMAR:
SHRI RAMJI LAL SUMAN:

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

(a) whether a study has been conducted regarding admission in schools of the children of 6 to 14 years of age group with a view to educate them mandatorily in the existing system of education;

(b) if so, the number of additional schools and classes warranted to be set up in every State in the country;

(c) estimated allocation of funds to every State required for this purpose; and

(d) the sources identified to raise this fund?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) Yes, Sir.

(b) and (c) An Expert Group on Financial Requirement for Making Elementary Education a Fundamental Right estimated in 1999, a requirement of Rs. 1,37,000 Crore over a ten year period for achieving the goal of Universalisation of Elementary Education. State-wise requirement of additional schools and funds, necessary for construction, as estimated by the Expert Group, are given in the enclosed statement.

(d) Plan allocations for Elementary Education have been steadily increasing over the years. In addition, limited external assistance, as and when necessary, has been tapped for Universalisation of Elementary Education through the District Primary Education Programme and more recently the Sarva Shiksha Abhiyan.

State Governments have also been requested to mobilize resources from the community on a voluntary basis, for improvement of primary education.

In the Union Budget presented on 8.07.2004, an education cess has also been proposed on income tax, corporation tax, excise and customs duties, and service tax to fulfill the Government's commitment to provide and finance universalized quality basic education.

Statement*No. of Additional Schools and Funds required for each State for Elementary Education*

(Rs. in crores)

Sl.No.	Name of State	Additional schools required			Funds required for construction
		Primary	Upper Primary	Total	
1	2	3	4	5	6
1.	Andhra Pradesh	7189	20459	27648	2738.05
2.	Arunachal Pradesh	1940	1297	3237	41.01
3.	Assam	4561	114	4675	932.61
4.	Bihar [⊙]	13410	19197	32607	4474.45
5.	Goa	93	446	539	39.77
6.	Gujarat	518	0	518	1116.93
7.	Haryana	21	1205	1226	503.97
8.	Himachal Pradesh	14197	9860	24057	301.37
9.	Jammu and Kashmir	1636	3006	4642	453.78
10.	Karnataka	7990	0	7990	1320.45
11.	Kerala	1530	1130	2660	513.40
12.	Madhya Pradesh**	12700	26369	39069	2339.05
13.	Maharashtra	11432	5393	16825	2612.68
14.	Manipur	410	1007	1417	9.60
15.	Meghalaya	1444	1985	3429	64.58
16.	Mizoram	0	0	0	0
17.	Nagaland	51	317	368	10.68
18.	Orissa	7994	12953	20947	914.17
19.	Punjab	1571	4783	6354	729.04
20.	Rajasthan	15739	12123	27862	1560.05
21.	Sikkim	359	328	687	10.46

1	2	3	4	5	6
22.	Tamil Nadu	333	9883	10216	1382.42
23.	Tripura	1625	1415	3040	135.83
24.	Uttar Pradesh##	38037	44648	82685	6654.39
25.	West Bengal	9795	27252	37047	2913.89

●Includes Jharkhand

**Includes Chhattisgarh

##Includes Uttaranchal.

[English]

Investment made by NHPC

854. SHRI PARSURAM MAJHI: Will the Minister of POWER be pleased to state:

(a) the total investment made by the National Hydroelectric Power Corporation (NHPC) during the Ninth Five Year Plan in its various power projects, project-wise;

(b) whether the NHPC proposed to make massive investment during the Tenth Five Year Plan; and

(c) if so, the target set and the projects proposed to be launched by NHPC in the Tenth Plan?

THE MINISTER OF POWER (SHRI P.M. SAYEED):
(a) Details of the investment made by National Hydroelectric Power Corporation Limited (NHPC) during the Ninth Five Year Plan, viz. 1997-98 to 2001-02, are given in the enclosed statement.

(b) Yes, Sir.

(c) The Tenth Five Year Plan (2002-03 to 2006-07) capacity addition target set for NHPC, including through Joint Venture, is 4357 MW. Project-wise details are given below:

S.No.	Name of Project	Installed Capacity (MW)	State
1.	Chamera-II*	300	Himachal Pradesh
2.	Dulhasti	390	Jammu & Kashmir
3.	Dhauliganga-I	280	Uttaranchal
4.	Teesta-V	510	Sikkim
5.	Sewa-II	120	Jammu & Kashmir
6.	Teesta Low dam ST-III	132	West Bengal
7.	Teesta Low Dam ST-IV	168	West Bengal
8.	BAV-II	37	Maharashtra
9.	Indira Sagar	1000	Madhya Pradesh (JV)
10.	Purulia Pumped Storage	900	West Bengal (JV)
11.	Omkareshwar	520	Madhya Pradesh (JV)
Total in X Plan		4357	

*Commissioned ahead of schedule.

Statement*Details of Actual Expenditure during Ninth Five Year Plan (1997-98 to 2001-02)*

(Rs. In crores)

S.No.	Name of the Project	Net Budgetary Support	Direct Foreign Loans	Bonds/ Others	Total (Actuals)
1	2	3	4	5	6
A. COMPLETED SCHEMES					
1.	Chamera I	33.65	2.85	3.38	39.88
2.	Tanakpur	8.83	0.00	2.70	11.53
3.	Salal II	3.70	0.00	-1.34	2.36
4.	Uri	108.54	73.55	30.26	212.35
5.	Rangit	107.53	0.00	155.17	262.70
	Total (A)	262.25	76.40	190.17	528.80
B. APPROVED ONGOING SCHEMES					
1.	Dulhasti	1364.22	208.48	133.54	1706.24
2.	Dauliganga	146.77	485.07	-18.95	612.89
3.	Chamera II	600.01	212.92	240.54	1053.47
4.	Teesta V	372.18	0.00	-35.24	336.94
5.	Loktak Downstream	35.00	0.00	-18.50	16.50
	Total (B)	2518.18	906.47	301.39	3726.04
C. NEW SCHEMES					
1.	Koel Karo	5.00	0.00	26.85	31.85
2.	Parbati II	70.00	0.00	69.54	139.54
3.	Subansiri Lower	25.44	0.00	8.83	34.27
4.	Sewa II	21.07	0.00	-6.18	14.89
5.	Teesta Low Dam — III & IV	0.00	0.00	13.41	13.41
	Total (C)	121.51	0.00	112.45	233.96

1	2	3	4	5	6
D.	R&M—POWER HOUSE	36.73	0.00	31.14	67.87
E.	SURVEY & INVESTIGATION	9.75	0.00	0.84	10.59
1.	Kishanganga	0.00	0.00	3.85	3.85
2.	Parbati III	0.00	0.00	0.45	0.45
3.	Parbati I	6.87	0.00	-6.75	0.12
4.	Farakka Barrage	0.00	0.00	1.28	1.28
5.	Siang Lower	0.00	0.00	11.36	11.36
6.	Siang Middle (Siyom)	8.85	0.00	4.97	13.82
7.	Siang Upper	9.88	0.00	-4.90	4.98
8.	Subansiri Middle (Kamla)	8.52	0.00	-3.14	5.38
9.	Subansiri Upper	8.26	0.00	4.69	12.95
10.	Uri II	4.98	0.00	-1.31	3.67
11.	Pakal Dul	3.39	0.00	-1.75	1.64
12.	Bursar	0.00	0.00	0.99	0.99
13.	Cauvery Project	0.00	0.00	0.00	0.00
14.	Bav I & II	0.00	0.00	1.15	1.15
15.	Chamera III	0.00	0.00	0.00	0.00
16.	Upper Krishna	0.00	0.00	1.50	1.50
17.	Nimoo Bazgo	0.00	0.00	1.24	1.24
18.	Chutak	5.62	0.00	-5.62	0.00
	Total (E)	66.12	0.00	8.85	74.97
	Sub Total (A)+(B)+(C)+(D)+(E)	3004.79	982.87	644.00	4631.66
F.	FOR NHDC PROJECTS				
1.	Indira Sagar	460.00	0.00	-250.44	209.56
2.	Omkareshwar	0.00	0.00	0.00	0.00
	Grand Total (A)+(B)+(C)+(D)+(E)+(F)	3464.79	982.87	393.56	4841.22

*[Translation]***Price and Import of Steel**

855. SHRI JASWANT SINGH BISHNOI: Will the Minister of STEEL be pleased to state:

(a) the countries from which steel has been imported during each of the last five years; and

(b) the extent of increase registered in prices of steel during the said period?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN): (a) Major countries from where steel has been imported during the last five years include Commonwealth of Independent States, Japan, Korea, South Africa, United Kingdom, Germany, United Arab Emirates and Australia.

(b) Statement of Quarterly prices of major steel items during the last five years in the Mumbai market is enclosed.

Statement*Domestic Market Price of selected items from Apr'99 to Apr'04*

Item	Region	1999-00				2000-01				2001-02				2002-03				2003-04				2004-05
		Apr'99	Jul'99	Oct'99	Jan'00	Apr'00	Jul'00	Oct'00	Jan'01	Apr'01	Jul'01	Oct'01	Jan'02	Apr'02	Jul'02	Oct'02	Jan'03	Apr'03	Jul'03	Oct'03	Jan'04	Apr'04
Pig Iron LM Gr. iv	Mumbai	7200	7150	7100	7250	7600	7126	8400	8500	8500	8500	8500	9000	8700	9600	9600	9800	11800	11600	13300	16500	21500
Wire Rods 6 mm	Mumbai	14000	14400	14400	14500	15500	15500	15500	15500	15800	15800	15200	15000	15200	17750	17750	17100	18000	20000	20900	22400	25500
Rounds 12 mm	Mumbai	NA	NA	13500	13500	14300	14200	14800	14800	15300	15500	14800	14500	14800	15900	15600	16400	NA	18600	20000	21700	24000
T M T 10 mm	Mumbai	13500	13600	13800	13500	15000	14500	15000	15000	15500	15600	15000	14500	15200	16000	NA	NA	NA	19800	19300	22500	28000
H R Coils 2.00 mm	Mumbai	17500	17200	17200	18000	19000	19500	18500	17500	17500	16800	15800	15500	15800	20500	21500	23500	24200	22500	23500	28250	31000
C R Coils 0.63 mm	Mumbai	22000	22000	21500	23500	23500	23500	22500	20500	20800	20800	19500	19500	19000	23500	23000	26000	26500	27500	27500	31000	34000
G P Sheets 0.63 mm	Mumbai	28000	28000	28500	28500	28800	28800	28500	27500	27500	27500	25000	25000	25000	27000	28500	29000	31000	30000	29750	32000	36000

Funds Spent on Delhi Metro Rail Project

856. SHRI MOHAN SINGH: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether a metro rail project has been started in Delhi;

(b) if so, the amount of funds spent so far and the estimated amount of funds to be spent on the project; and

(c) the areas in which the project is likely to be made operational in the coming two years and the time by which the project is likely to be completed?

(b) (i) Estimated completion cost : Rs. 10571 crore

(ii) Expenditure incurred till 31.05.2004 : Rs. 6062 crore

(c) Delhi Metro Phase I Project consists of three corridors which will connect the following areas:—

Corridor 1—It connects Shahdara, Welcome, Seelampur, Shastri Park, Kashmere Gate, Tis Hazari, Pratap Nagar, Shastri Nagar, Inder Lok, Kanhaiya Nagar, Keshav Puram, Netaji Subhash Place, Kohat Enclave, Pitampura, Rohini, Rithala, Daulat Pur, Pehlادpur and Barwala.

Corridor 2—It connects Vishwa Vidyalaya, Vidhan Sabha, Civil Lines, Kashmere Gate, Delhi Main Railway Station, Chawri Bazar, New Delhi Railway Station, Connaught Place, Patel Chowk and Central Secretariat.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF URBAN DEVELOPMENT (SHRI GHULAM NABI AZAD): (a) Yes, Sir.

Corridor 3—It connects Barakhamba Road, Connaught Place, R.K. Ashram Marg, Jhandewalan, Karol Bagh, Rajendra Place, Patel Nagar, Shadipur, Kirti Nagar, Ramesh Nagar, Rajouri Garden, Tagore Garden, Subhash Nagar, Tilak Nagar, Ganesh Nagar, Uttar Nagar, Prem Nagar, Nawada and Dwarka.

The scheduled completion date of the project as indicated by DMRC is December, 2005.

Amendment/Withdrawal of Notification, 1983

857. SHRI K.S. RAO: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Government propose to amend/withdraw the notification of 1983 relating to the Building By-Laws to the Lal Dora villages;

(b) if so, the reasons thereof;

(c) whether any committee has been set up in this regard;

(d) if so, the terms of reference of the committee;

(e) the time by which the committee is likely to submit its report;

(f) whether the Union Government has also consulted with the Government of NCT of Delhi in this regard; and

(g) if so, the views of the Government of NCT of Delhi alongwith the reaction of the Union Government thereon?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF URBAN DEVELOPMENT (SHRI GHULAM NABI AZAD): (a) and (b) No such proposal is under consideration of the Government at present.

(c) to (g) Government has not set up any committee in this regard. However, in order to prepare a new concept of the Building Bye-laws in the context of rapid pace of urbanization in Delhi, the Municipal Corporation of Delhi has constituted a Steering Committee for suggesting amendments to the Building Bye-laws, 1983. This Committee has representatives from DDA, NDMC as well as Central Government.

Funds Allocated to Chhattisgarh for NCES

858. SHRI PRADEEP GANDHI: Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the funds allocated by the Union Government under NCES schemes to Chhattisgarh since the creation of the State:

(b) the name of the schemes approved and the name of the agencies through which these schemes are being implemented; and

(c) the number of schemes lying pending for clearance?

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI VILAS MUTTEMWAR): (a) to (c) An amount of Rs. 26.21 crore has been provided to Chhattisgarh during 2001-02 to 2003-04 under various non-conventional energy programmes/schemes for setting up biogas plants, remote village electrification projects, solar pumps, SPV street lights, SPV home lighting systems, small hydro power plants and biomass gasifier system. The non-conventional energy programmes/schemes are being implemented by Chhattisgarh Renewable Development Agency (CREDA), Raipur. No proposal is pending for clearance with the Ministry.

[English]

Union Carbide Case, Bhopal

859. SHRI GURUDAS KAMAT: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the period fixed to clean contaminated garbage in Bhopal after Union Carbide explosion;

(b) whether the clean up operation of the contaminated garbage has not been done;

(c) the steps taken by the Government for speedily clean up of the garbage;

(d) the present status of the Union Carbide case, Bhopal;

(e) whether the compensation fund set up for the victims of Union Carbide has been exhausted and the victims have been paid off;

(f) if not, the details of the fund ever revamped and the current balance in the account; and

(g) the long term measures taken by the Government for economic and social rehabilitation of the survivors of Union Carbide disaster?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI K. RAHMAN KHAN): (a) No definite period was fixed.

(b) Yes, Sir.

(c) The Government had asked M/s Engineers India Limited to submit a project report and cost estimates to remove the toxic waste lying in and around the Union Carbide factory, Bhopal. It has submitted Technical Proposal on which the State Government is being consulted for taking further action.

(d) The criminal case trial is going on in the Court of Chief Judicial Magistrate Bhopal. The trial of nine accused persons is in advance stage and till date, 125 witnesses have been examined. Next hearing dates are from 19 to 21 July, 2004 for examination of all remaining witnesses.

(e) On the directions of the Supreme Court the compensation amount paid by Union Carbide has been kept in Reserve Bank of India. All original claims have been disposed of and compensation disbursed. The amount has not been exhausted.

(f) As per information provided by the Reserve Bank of India a sum of about Rs. 601 crores is balance amount available in the fund as on 7th July, 2004.

(g) An Action Plan for the medical, economic, social and environmental rehabilitation of gas victims submitted by the State Government of Madhya Pradesh was approved. This was implemented from 1990 to 1999 by the State Government with final outlay of Rs. 258 crores. Under the economic rehabilitation plan a training complex, 42 work sheds and 152 industrial sheds have been constructed for providing training and starting self employment enterprises. Under the social rehabilitation plan 2486 houses were constructed for gas victims and allotted, five primary and six middle schools were constructed.

Dabhol Power Project

860. SHRI TUKARAM GANGADHAR GADAKH: Will the Minister of POWER be pleased to state:

- (a) the present status of Dabhol Power Project;
- (b) the details thereof and the role of the Union Government therein;
- (c) whether the project has since started generating power;

(d) if so, the total output and the name of States which are likely to be benefited therefrom; and

(e) if not, the time by which the projects is likely to be made functional?

THE MINISTER OF POWER (SHRI P.M SAYEED): (a) and (b) The Dabhol Power Plant (Phase-I) has been shut down since 29.05.2001 after the Maharashtra State Electricity Board (MSEB) stopped taking power following contractual disputes with M/s. Dabhol Power Company (DPC) and subsequent rescission of the Power Purchase Agreement (PPA) by MSEB. Construction work on phase 2 of the plant has also been halted.

The PPA for purchase of power from the Dabhol power project was entered into between DPC and MSEB and the Government of India (GOI) is not a signatory to the same. However, GOI had issued a counter guarantee to DPC guaranteeing some of the obligations of Government of Maharashtra. Under the counter guarantee, GOI had assumed two sets of obligations viz. covering the Capacity and Energy Payments to be made by MSEB to DPC under the PPA and the Termination Payments in the event of termination of the PPA. Both these obligations are capped.

(c) No, Sir.

(d) Does not arise.

(e) Discussions among various stake-holders of the project to resolve various disputes and restructure the project are on, however, no set time frame is available regarding revival of the Dabhol project.

Creation of Separate Telangana State

861. SHRI RAVI PRAKASH VERMA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there is persistent demand from the people of Telangana Region to create a separate Telangana State out of Andhra Pradesh;

(b) if so, the details thereof; and

(c) the reaction of the Union Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MANIKRAO HODLYA GAVIT):

(a) and (b) Yes, Sir. Representations have been received

in the past from various individuals and organizations like National front for Smaller States, Telangana Study Forum, Telangana Congressmen, Metapally Mandal Parishad, Citizen's Forum for Fundamental Rights, Osmania University Teachers' Association and the Telangana Praja Party demanding the reorganization of Andhra Pradesh to create a new State of Telangana.

(c) In this respect, the Union Government would take into consideration the consensus developed between all concerned parties, for favourable action.

Identification of Rape Accused

862. SHRI MADHUSUDAN REDDY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government is aware that the identification of rape accused is often delayed;

(b) if so, the reasons therefor;

(c) whether any standard sensitization protocol exists in the prescribed guidelines in the country to handle the victims of violence against women; and

(d) if so, the details in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MANIKRAO HODLYA GAVIT): (a) to (d) 'Public Order' and 'Police' are State subjects as per the Seventh Schedule to the Constitution of India and as such, registration, investigation, detection and Prevention of Crime is primarily the responsibility of the State Governments. Therefore, specific data on time taken in identification of rape accused is not maintained centrally. However the Government of India has been issuing guidelines to the State Governments from time to time to make concerted efforts to improve the administration of Criminal Justice System. In an advisory sent to the State Governments recently, the following advisories have been re-emphasized:

- (i) There should be no delay in registration of FIR in cases of Crime Against Women,
- (ii) Cases should be thoroughly investigated and charge-sheets filed within three months from the date of occurrence of crime,
- (iii) Women Police Cells be set up in all police stations. Exclusive women police stations should also be set up to cater especially to women,

- (iv) Police officials charged with the responsibility of protecting women should be sensitized adequately,
- (v) Women police officials in the State Police Force should be recruited widely,
- (vi) Institutional support should be provided to victims of violence, and
- (vii) There should be proper counselling to victims of rape.

[Translation]

Fake Stamp Papers

863. SHRI PANKAJ CHOWDHARY:
SHRI ASADUDDIN OWAISI:
SHRI SUKDEO PASWAN:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of cases of fake stamp papers reported in the country, State-wise;

(b) the progress of investigations so far in various cases;

(c) whether the Government has formulated any concrete scheme to check such cases; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MANIKRAO HODLYA GAVIT): (a) and (b) As per available information, 12 cases having inter-state ramification were registered in the Central Unit of CBI which has all India jurisdiction. Later, on the directions of the Hon'ble Supreme Court, the State Governments transferred 48 more cases to the CBI. The State-wise break-up of 48 cases is as under:

State	No. of cases
1	2
Maharashtra	23
Karnataka	10
Andhra Pradesh	3
Uttar Pradesh	3

1	2
Tamil Nadu	2
Madhya Pradesh	2
Bihar	1
Delhi	1
Gujarat	1
Kerala	1
West Bengal	1

Of the total of 60 cases being investigated by the CBI, charge-sheets have been filed in 5 cases.

(c) and (d) The Government of India has taken a number of steps of check such cases. These include (i) strengthening of security arrangement at India Security Press, Nasik, (ii) requesting the State Governments to conduct regular verifications of stocks of stamp papers of the authorized vendors, (iii) requesting the banking and insurance sectors to take preventive and remedial measures to deal with the problem of fake stamp papers and (iv) requesting the State Governments to examine the possibility of technologically feasible alternatives to stamp papers.

[English]

Generation Capacity of Renewable Energy

864. SHRI DINSHA PATEL:
SHRI PRAKASHBAPU V. PATIL:

Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the details of energy generated through renewable sources during the 10th plan period, till date, in the country, State-wise;

(b) whether the Government has decided to electrify remote villages through renewable sources of energy;

(c) if so, the details thereof; and

(d) the extent to which the remote villages in the country are likely to be benefited therefrom?

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI VILAS

MUTTEMWAR): (a) State-wise details of power generating capacity installed through renewable energy sources during the 10th Plan period, upto 31.03.2004 are given in the enclosed statement.

(b) and (c) Yes Sir. It has been decided to electrify remote villages, which cannot be electrified by the conventional grid, through renewable sources of energy. About 1700 remote villages in 10 States have already been electrified and projects are under implementation in about 1400 villages in 17 States.

(d) About 25,000 remote villages have tentatively been identified by various States for electrification through renewable sources of energy.

Statement

State-wise power generating capacity installed through renewable energy resources during the 10th Plan Period (upto 31.3.2004)

S.No.	State/UT	Total Installed Capacity (MW)
1	2	3
1.	Andhra Pradesh	126.45
2.	Arunachal Pradesh	0.40
3.	Assam	0.11
4.	Bihar	1.00
5.	Chhattisgarh	6.30
6.	Goa	0.00
7.	Gujarat	37.19
8.	Haryana	14.40
9.	Himachal Pradesh	10.20
10.	Jammu and Kashmir	9.00
11.	Jharkhand	0.00
12.	Karnataka	256.39
13.	Kerala	15.11
14.	Madhya Pradesh	1.00

1	2	3
15.	Maharashtra	12.00
16.	Manipur	0.75
17.	Meghalaya	0.01
18.	Mizoram	0.22
19.	Nagaland	0.60
20.	Orissa	6.00
21.	Punjab	15.40
22.	Rajasthan	170.18
23.	Sikkim	3.00
24.	Tamil Nadu	552.87
25.	Tripura	0.00
26.	Uttar Pradesh	20.52
27.	Uttaranchal	14.30
28.	West Bengal	6.54
29.	Andaman and Nicobar Islands	0.05
30.	Chandigarh	0.00
31.	Dadra and Nagar Haveli	0.00
32.	Daman and Diu	0.00
33.	Delhi	0.00
34.	Lakshadweep	0.25
35.	Pondicherry	0.00
Total		1280.22

Mega Chemical Estate for Petrochemical Industry

865. SHRI PRAKASHBAPU V. PATIL:
SHRI MILIND DEORA:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government proposes to set up a Mega Chemical Estate for petrochemicals and chemicals industries;

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

(c) whether consultants have been appointed to prepare a feasibility study report in this regard;

(d) if so, the details thereof; and

(e) the amount likely to be spent thereon and the sources of its funding?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI K. RAHMAN KHAN): (a) to (e) No, Sir. However, government has initiated action to commission a feasibility study to facilitate setting up of a chemical Estate.

Funds for Strengthening Infrastructural Facilities in NCR

866. SHRI DUSHYANT SINGH: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Government has sanctioned funds to strengthen the infrastructural facilities in the National Capital Region (NCR);

(b) if so, the details thereof; and

(c) the various programmes prepared to develop the infrastructure in the NCR during the Tenth Five Year Plan?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF URBAN DEVELOPMENT (SHRI GHULAM NABI AZAD): (a) and (b) With a view to strengthen the infrastructural facilities in the National Capital Region, the Government of India provided funds to the tune of 410.92 crores upto the end of 9th Plan period. The 10th Plan has a provision of Rs. 350 crores against which Rs. 125 crores have already been provided.

(c) The National Capital Region Planning Board (NCRPB) has informed that during the first two years of the 10th Plan period, it had sanctioned 19 projects pertaining to infrastructure development like water supply, sewerage, roads, street lights, bridges, etc. in the National Capital Region as per the Regional Plan 2001.

During the 10th Plan, the emphasis of NCRPB would be on improvement/augmentation of civic-infrastructure facilities within the municipal limits of various towns in National Capital Region, development/Improvement of industrial Infrastructure to make NCR a success for industrial activity as well as improvement of connectivity in the National Capital Region Area through Integrated Rail-cum-Bus Transit System, construction of expressways etc.

[Translation]

Fake Universities and Institutions

867. SHRI PANKAJ CHOWDHARY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government is aware that some fake institutes and universities functioning in the country are misleading the students in the name of education particularly the Rai University and Bihar Universities;

(b) if so, the details thereof;

(c) the details of the list of fake universities/colleges/institutions identified by the Government so far;

(d) whether the Government have formulated any concrete scheme to identify such institutes/universities;

(e) if so, the details thereof; and

(f) the action being taken by the Government against these institutes/universities?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) to (f) According to the information furnished by the University Grants Commission (UGC) 18 fake Universities/Institutions, functioning in contravention of the UGC Act, 1956, have been identified in different parts of the country. A list of such Institutions is enclosed as statement.

The UGC has also informed that Rai University, Raipur is a private University and was established by the State Government of Chhattisgarh vide Gazette Notification No. 73/74/2003/HE/38 dated 30.05.2003 under Chhattisgarh Niji Kshetra Vishwavidyalaya (Sthapana Aur Viniyaman Adhinyam, 2002). However, in Bihar, Maithili University/Vishwavidyalaya, Darbhanga, has been identified as a fake University.

To curb the functioning of the fake universities/institutions in the country, the UGC has set up a special Cell which collects information through print media and disseminates information about them. At the beginning of the each Academic Session, the UGC also issues a press release to caution the students against existence of such fake educational institutions.

As soon as the UGC gets to know about the existence of a Fake University/Institution, the promoters are advised immediately to stop their activities and, if necessary, legal action under the provisions of the UGC Act is initiated. Simultaneously, the State Govt. in which the institution is located is apprised of the matter with the request to take necessary action against the Institution as per the law.

Further, to curb the menace of such institutions, the UGC has proposed specific changes in the existing penal provisions of the UGC Act, so as to make them more stringent.

Statement

List of Fake Universities/Institutions Identified by UGC

S.No.	Name of the Institution
1	2
	BIHAR
1.	Maithili University/Vishwavidyalaya, Darbhanga, Bihar
	DELHI
2.	Delhi Vishwa Vidyapeeth, 233, Tagore Park, Model Town, Delhi-110009
3.	Commercial University Ltd., Darya Ganj, Delhi
4.	United Nations University, Delhi
5.	Vocational University, Delhi
	KARNATAKA
6.	Badaganvi Sarkar World Open University Education Society, Gokak, Belgaum
	KERALA
7.	St. John's University, Kishanattam, Kerala

1 2

*[English]***Expansion of Education**

- MADHYA PRADESH
8. Kesarwani Vidyapith, Jabalpur (M.P.)
- MAHARASHTRA
9. Raja Arabic University, Nagpur
- TAMIL NADU
10. D.D.B. Sanskrit University, Putur, Trichi, Tamil Nadu
- UTTAR PRADESH
11. Mahila Gram Vidyapith/Vishwavidyalaya (Women's University), Prayag, Allahabad (U.P.)
12. Varanaseya Sanskrit Vishwavidyalaya, Varanasi, (U.P.)/Jagat Puri, Delhi
13. Indian Education Council of U.P.
14. Gandhi Hindi Vidyapith, Prayag, Allahabad (U.P.)
15. National University of Electro Complex Homeopathy, Kanpur
16. Netaji Subhash Chandra Bose University (Open University) Achaltal, Aligarh (U.P.)
17. Uttar Pradesh Vishwavidyalaya, Kosi Kalan, Mathura (U.P.)
18. Maharana Pratap Shiksha Niketan Vishwavidyalaya, Pratapgarh (U.P.)

868. SHRI KHIREN RIJU: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the assistance amount being provided by the Union Government every year for expansion of education to the North-Eastern States scheme-wise, and State-wise;

(b) whether the Government propose to curtail the above amount; and

(c) if so, the details thereof and reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) The financial assistance provided to the North Eastern States by the Departments of Elementary Education & Literacy and Secondary & Higher Education of the Ministry of Human Resource Development during the years 2001-02 and 2002-03, scheme-wise and State-wise, is given in the enclosed statement.

(b) No, Sir.

(c) Does not arise.

Statement**Summary of Flow of Funds to the NE States and Sikkim (2001-02)**

S. No.	Schemes/Programmes/ Institutions	Final Expenditure incurred in the NE Region in I.y. 2001-02 (as on 31.03.2002)									Outlay (RE) 2001-02	% age of Exp. w.r.t. RE
		Arunachal Pradesh	Assam	Manipur	Meghalaya	Mizoram	Nagaland	Sikkim	Tripura	Total		
1	2	3	4	5	6	7	8	9	10	11	12	13
PLAN												
1.	Elementary Education	436.59	12603.27	975.62	1375.22	714.04	554.75	317.06	1462.03	18438.58	357475.00	5.16%
2.	Adult Education	0.00	106.34	7.50	33.88	131.80	0.00	0.00	421.05	700.57	17525.00	4.00%
Total (Department of Elementary Education & Literacy)		436.59	12709.61	983.12	1409.10	845.84	554.75	317.06	1883.08	19139.15	375000.00	5.10%

1	2	3	4	5	6	7	8	9	10	11	12	13
1.	Secondary Education	1187.67	3737.73	1166.04	852.16	207.92	278.14	200.31	592.34	8222.31	61370.00	13.40%
2.	Higher Education	367.95	1288.57	230.31	428.95	672.28	233.98	10.00	51.36	3283.40	54500.00	6.02%
3.	Language Development	155.05	149.13	176.42	18.12	342.25	5.90	77.41	50.09	974.37	9424.00	10.34%
4.	Scholarships	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.81	0.85	80.00	1.06%
5.	Book Promotion	0.37	15.21	0.75	2.40	1.94	0.00	0.94	0.33	21.94	1517.00	1.45%
6.	Technical Education	1440.64	3427.48	22.22	9.12	11.80	2.92	0.00	14.98	4929.16	54577.00	9.03%
7.	Planning and Administration	25.00	4.68	0.78	0.88	0.00	0.00	0.00	0.00	31.34	532.00	5.89%
	Total (Department of Secondary & Higher Education)	3176.68	8622.80	1596.52	1311.67	1236.19	520.94	288.66	709.91	17463.37	182000.00	9.60%
NON-PLAN												
1.	Elementary Education	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	230.00	0.00%
2.	Adult Education	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	230.00	0.00%
	Total (Department of Elementary Education & Literacy)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	460.00	0.00%
1.	Secondary Education	445.78	1396.07	330.68	444.73	51.01	188.72	107.57	151.08	3115.64	62060.00	5.02%
2.	Higher Education	0.08	3383.59	20.69	3077.10	652.19	1028.02	0.00	0.00	8161.67	110549.00	7.38%
3.	Language Development	0.00	51.31	0.00	22.00	0.00	0.00	0.00	0.25	73.56	2903.00	2.53%
4.	Scholarships	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.17	0.20	99.00	0.20%
5.	Book Promotion	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	636.00	0.00%
6.	Technical Education	1.95	336.37	0.62	0.00	0.00	0.00	0.00	3.00	341.94	69842.00	0.49%
7.	Planning and Administration	0.00	0.00	0.00	0.00	0.00	0.0	0.00	0.00	0.00	3484.00	0.00%
	Total (Department of Secondary & Higher Education)	447.81	5167.34	351.99	3543.83	703.23	1216.74	107.57	154.50	11693.01	249573.00	4.69%

Department of Elementary Education & Literacy
Elementary Education

(Rs. in lakhs)

S. No.	Scheme/Programme/Institutions	Final Expenditure incurred in the NE Region in f.y. 2001-02 (as on 31.03.2002)									Outlay (RE) 2001-02	% age of Exp. w.r.t RE
		Assam	Manipur	Meghalaya	Mizoram	Nagaland	Sikkim	Tripura	Total			
1	2	3	4	5	6	7	8	9	10	11	12	13
PLAN												
1.	Operation Blackboard	104.34	1523.25	0.00	0.00	105.85	0.00	0.00	300.90	2034.34	47500.00	4.28%
2.	Restructuring and Reorganization of Teacher Education	17.28	900.00	409.00	0.00	30.62	193.00	71.50	97.50	1718.90	18000.00	9.55%

1	2	3	4	5	6	7	8	9	10	11	12	13
3.	Non Formal Education Programme (NFE)— <i>Scheme revised & renamed from f.y. 01-02 as Education Guarantee Scheme and Alternative & Innovative Education (EGS & AIE)</i>	0.00	36.26	57.86	0.00	0.00	1.37	0.00	2.82	98.31	10000.00	0.98%
4.	National Council for Teacher Education (NCTE), New Delhi	0.00	0.56	0.00	0.05	0.00	0.00	0.00	0.00	0.61	450.00	0.14%
5.	National Bal Bhavan (NBB), New Delhi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	400.00	0.00%
6.	National Programme of Nutritional Support to Primary Education (Mid-day Meal Scheme)	33.83	1970.03	398.83	517.58	145.01	283.83	145.51	569.24	4063.86	103124.00	3.94%
7.	District Primary Education Programme (DPEP)	0.00	4700.00	0.00	0.00	0.00	0.00	0.00	0.00	4700.00	120000.00	3.92%
8.	National Programme for Women Education— <i>previously known as "Free Education for Girls"</i>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00%
9.	Shiksha Karmi Project (SKP)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00	0.00%
10.	Lok Jumbish Project	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	5000.00	0.00%
11.	Mahila Samakhya Programme	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	900.00	0.00%
12.	Sarva Shiksha Abhiyan (SSA)	281.14	3473.17	109.93	857.59	432.56	76.55	100.05	491.57	5822.56	50000.00	11.65%
13.	Janshala (Gol - UN) Programme [for promoting Universal Primary Education (UPE)]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00	0.00%
14.	Educational Development of NE States & Sikkim	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00%
Total		436.59	12603.27	975.62	1375.22	714.04	554.75	317.06	1462.03	18438.58	357475.00	5.16%
NON-PLAN												
1.	National Bal Bhavan (NBB), New Delhi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	230.00	0.00%
Total		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	230.00	0.00%

1	2	3	4	5	6	7	8	9	10	11	12	13
2.	Directorate of Adult Education (DAE)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	179.00	0.00%
3.	Shramik Vidyapeeth-Polyvalent Adult Education Centre, New Delhi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	35.00	0.00%
4.	TA/DA to Non Official Members	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.00	0.00%
	Total	0.00	230.00	0.00%								

Department of Secondary and Higher Education

Secondary Education

(Rs. in Lakhs)

S. No.	Schemes/Programmes/ Institutions	Final Expenditure incurred in the NE Region in f.y. 2001-02 (as on 31.03.2002)									Total	Outlay (RE) 2001-02	% age of Exp. w.r.t. RE
		Arunachal Pradesh	Assam	Manipur	Meghalaya	Mizoram	Nagaland	Sikkim	Tripura				
1	2	3	4	5	6	7	8	9	10	11	12	13	
	PLAN												
1.	Computer Literacy and Studies in Schools (CLASS)	0.00	0.00	125.00	147.50	100.00	0.00	85.30	125.00	582.80	7400.00	7.88%	
2.	Education Technology	0.00	0.00	0.00	0.00	0.84	0.00	0.00	0.00	0.84	1150.00	0.07%	
3.	Improvement of Science Education in Schools	0.00	8.80	0.00	0.00	0.00	0.00	0.00	0.00	8.80	1784.00	0.49%	
4.	Environmental Orientation to School Education	0.00	2.26	1.86	0.00	0.00	0.50	0.00	1.00	5.62	260.00	2.16%	
5.	Strengthening of Boarding and Hostel Facilities for Girl Students of Secondary & Higher Secondary Schools	0.00	12.99	14.13	2.00	0.00	11.37	0.00	3.53	44.02	600.00	7.34%	
6.	National Council of Educational Research and Training (NCERT)	4.37	8.46	3.24	16.04	6.18	4.67	4.23	1.58	48.77	1100.00	4.43%	

1	2	3	4	5	6	7	8	9	10	11	12	13
7.	Vocationalisation of Secondary Education	0.00	1.66	0.00	0.00	0.00	0.00	3.00	0.00	4.66	3750.00	0.12%
8.	Integrated Education for Disabled Children (IEDC)	0.00	4.83	0.00	0.00	*13.67	*31.31	0.00	15.81	65.62	2140.00	3.07%
9.	Navodaya Vidyalaya Samiti (NVS)	995.32	3172.31	799.29	686.62	84.57	186.49	98.32	444.45	6467.37	34500.00	18.75%
10.	Kendriya Vidyalaya Sangathan (KVS)	178.31	507.73	220.00	0.00	0.00	40.00	0.00	0.00	946.04	7600.00	12.45%
11.	Central Tibetan Schools Administration (CTSA)	7.53	0.00	0.00	0.00	0.00	0.00	2.45	0.00	9.98	260.00	3.84%
12.	National Population Education Project—Population & Development Education in Schools (NPEP)	2.14	6.22	0.84	0.00	2.66	3.80	7.01	0.97	23.64	250.00	9.46%
13.	National Open School (NOS)	0.00	12.47	0.00	0.00	0.00	0.00	0.00	0.00	12.47	530.00	2.35%
14.	International Science Olympiads	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	16.00	0.00%
15.	Promotion of Yoga in Schools	0.00	0.00	1.68	0.00	0.00	0.00	0.00	0.00	1.68	30.00	5.60%
Total		1187.67	3737.73	1166.04	852.16	207.92	278.14	200.31	592.34	8222.31	61370.00	13.40%

NON-PLAN

1.	National Council of Educational Research & Training (NCERT)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3000.0	0.00%
2.	Navodaya Vidyalaya Samiti (NVS)	112.19	0.00	180.29	125.58	14.49	16.20	31.81	22.31	502.87	9404.00	5.35%
3.	Kendriya Vidyalaya Sangathan (KVS)	277.57	1392.60	149.74	318.49	35.85	171.86	58.69	128.05	2532.85	48114.00	5.26%
4.	Central Tibetan Schools Administration (CTSA)	55.01	0.00	0.00	0.00	0.00	0.00	16.42	0.00	71.43	1400.00	5.10%
5.	Promotion of Yoga in Schools	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.00	0.00%
6.	National Awards to Teachers	1.01	3.47	0.65	0.66	0.67	0.66	0.65	0.72	8.49	99.00	8.58%

1	2	3	4	5	6	7	8	9	10	11	12	13
8.	Dr. Zakir Hussain Memorial College Trust, Delhi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00%
9.	Indian Institute of Advanced Study (IAS), Shimla	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	250.00	0.00%
10.	Institutions of Higher Learning of All India Importance	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	60.00	0.00%
11.	Indian Council of Philosophical Research (ICPR), New Delhi	0.00	3.50	1.50	0.30	2.50	0.50	0.00	0.00	8.30	226.00	3.67%
12.	Project of History of Indian Science Philosophy and Culture (PHISPC)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	180.00	0.00%
13.	Interest Subsidy on National Loan Scholarship Scheme									0.00	0.00	0.00%
14.	Free Education for Girls	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
Total		367.95	1288.57	230.31	428.95	672.28	233.98	10.00	51.36	3283.40	54500.00	6.02%

NON-PLAN

1.	University Grants Commission (UGC), New Delhi	0.08	880.35	20.49	3067.17	652.19	1028.02	0.00	0.00	5648.30	102068.00	5.53%
2.	Indira Gandhi National Open University (IGNOU)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	180.00	0.00%
3.	Indian Council of Social Science Research (ICSSR), New Delhi	0.00	0.00	0.00	9.20	0.00	0.00	0.00	0.00	9.20	1600.00	0.58%
4.	Indian Council of Historical Research (ICHR), New Delhi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	450.00	0.00%
5.	Association of Indian Universities (AIU), New Delhi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.00	0.00%
6.	Dr. Zakir Hussain Memorial College Trust, Delhi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	38.00	0.00%
7.	Commonwealth of Learning (COL)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	200.00	0.00%
8.	Indian Institute of Advanced Study (IAS), Shimla	0.00	1.24	0.00	0.00	0.00	0.00	0.00	0.00	1.24	325.00	0.38%

1	2	3	4	5	6	7	8	9	10	11	12	13
9.	Institutions of Higher Learning of All India Importance	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.00	0.00%
10.	Indian Council of Philosophical Research (ICPR), New Delhi	0.00	2.00	0.20	0.73	0.00	0.00	0.00	0.00	2.93	217.00	1.35%
11.	Revision of Pay Scales of Teachers in Universities and Colleges	0.00	2500.00	0.00	0.00	0.00	0.00	0.00	0.00	2500.00	5224.00	47.86%
12.	Shastri Indo-Canadian Institute (SICI)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	164.00	0.00%
13.	Refund of Income Tax	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.00	0.00%
14.	Scheme of National Research Professorship	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.00	0.00%
15.	Short Term American Education Programme	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00%
16.	Contribution to the funds of World Institute for Development Economic Research (WIDER)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	12.50	0.00%
Total		0.08	3383.59	20.69	3077.10	652.19	1028.02	0.00	0.00	8161.67	110549.00	7.38%

Language Development

(Rs. in lakhs)

S. No.	Schemes/Programmes/ Institutions	Final Expenditure incurred in the NE Region in f.y. 2001-02 (as on 31.03.2002)									Outlay (RE) 2001-02	% age of Exp. w.r.t. RE
		Arunachal Pradesh	Assam	Manipur	Meghalaya	Mizoram	Nagaland	Sikkim	Tripura	Total		
1	2	3	4	5	6	7	8	9	10	11	12	13
PLAN												
LANGUAGES: HINDI & MIL												
1.	Central Hindi Directorate (CHD), New Delhi	0.09	38.41	13.58	2.12	2.58	3.06	0.12	0.15	60.11	450.00	13.36%
2.	Commission for Scientific and Technical Terminology (CSTT)	0.00	1.63	0.00	0.00	0.00	0.00	0.40	0.00	2.03	180.00	1.13%
3.	Kendriya Hindi Shikshan Mandal (KHSM)/ Kendriya Hindi Sansthan (KHS), Agra	3.10	10.87	4.80	15.80	3.50	2.84	1.60	0.00	42.51	570.00	7.46%

1	2	3	4	5	6	7	8	9	10	11	12	13
4.	Appointment of Hindi Teachers in Non-Hindi Speaking States/UTs	151.86	0.00	133.62	0.00	336.17	0.00	0.00	0.00	621.65	1000.00	62.17%
5.	Central Institute of Indian Languages (CIIL), Mysore	0.00	37.51	0.00	0.00	0.00	0.00	0.00	0.00	37.51	327.00	11.47%
6.	Regional Languages Centres	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	156.00	0.00%
7.	National Council for Promotion of Urdu Language (NCPUL), New Delhi	0.00	10.43	16.25	0.00	0.00	0.00	0.00	10.43	37.11	850.00	4.37%
8.	National Council for Promotion of Sindhi Language (NCPSL), Vadodara	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20.00	0.00%
9.	Financial Assistance for Appointment of Modern Indian Language (MIL) Teachers (other than Hindi) in Hindi Speaking States/UTs	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00%
10.	Financial Assistance to States/UTs for Appointment of Urdu Teachers and grant of Incentives for Teaching/Study of Urdu	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00%
11.	Financial Assistance for English Language Teaching Institutes, Regional Institutes of English Language Teaching and District Centres of English/ Assistance to Voluntary Organisations For Publication and Purchase of Books in English Language/ Promotional Activities	0.00	13.50	0.00	0.00	0.00	0.00	0.00	0.00	13.50	340.00	3.97%
12.	Area Intensive Programme for Educationally Backward Minorities	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2000.00	0.00%
13.	Scheme of Assistance to Agencies for Strengthening of Culture/Arts/Values in Education	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	200.00	0.00%
14.	National Council for Promotion of Kashmiri Language	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
15.	National Committee for Indian Languages	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00%

1	2	3	4	5	6	7	8	9	10	11	12	13
SANSKRIT												
16.	Development of Sanskrit through State Governments/ UTs/Grants to NGOs	0.00	35.56	0.00	0.20	0.00	0.00	72.57	0.98	109.31	1460.00	7.81%
17.	Rashtriya Sanskrit Sansthan (RSS), New Delhi	0.00	0.00	8.17	0.00	0.00	0.00	2.72	0.00	10.89	1557.00	0.70%
18.	Maharshi Sandipani Rashtriya Veda Vidya Pratishthan, Ujjain	0.00	1.22	0.00	0.00	0.00	0.00	0.00	0.00	1.22	66.00	1.85%
19.	Modernization of Madarsa Education	0.00	0.00	0.00	0.00	0.00	0.00	0.00	38.53	38.53	205.00	18.80%
Total		155.05	149.13	176.42	18.12	342.25	5.90	77.41	50.09	974.37	9424.00	10.34%

NON-PLAN**Languages: Hindi & ML**

1.	Central Hindi Directorate (CHD), New Delhi	0.00	26.05	0.00	0.00	0.00	0.00	0.00	0.00	26.05	472.00	5.52%
2.	Commission for Scientific and Technical Terminology (CSIT)	0.00	0.26	0.00	0.00	0.00	0.00	0.00	0.25	0.51	136.00	0.38%
3.	Kendriya Hindi Shikshan Mandal (KHSM)/Kendriya Hindi Sansthan (KHS), Agra	0.00	25.00	0.00	22.00	0.00	0.00	0.00	0.00	47.00	465.00	10.11%
4.	Central Institute of Indian Languages (CILL), Mysore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	250.00	0.00%
5.	Regional Languages Centres	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	330.00	0.00%
6.	Scheme of Production of University Level Books (in Regional Languages)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	0.00%

SANSKRIT

7.	Rashtriya Sanskrit Sansthan (RSS), New Delhi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1200.00	0.00%
Total		0.00	51.31	0.00	22.00	0.00	0.00	0.00	0.25	73.56	2903.00	2.53%

Scholarships

(Rs. in lakhs)

S. No.	Schemes/Programmes/ Institutions	Final Expenditure incurred in the NE Region in I.y. 2001-02 (as on 31.03.2002)									Outlay (RE) 2001-02	% age of Exp. w.r.t. RE
		Arunachal Pradesh	Assam	Manipur	Meghalaya	Mizoram	Nagaland	Sikkim	Tripura	Total		
1	2	3	4	5	6	7	8	9	10	11	12	13
PLAN												
1.	National Scholarship Scheme	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.81	0.81	40.00	2.03%
2.	Scholarships at Secondary Stage for Talented Children from Rural Areas	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.04	40.00	0.10%
Total		0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.81	0.85	80.00	1.06%
NON-PLAN												
1.	Write-off of Losses under National Loan Scholarship Scheme	-	-	-	-	-	-	-	-	0.00	2.00	0.00%
2.	Grant-in-Aid Scheme of Scholarships to Students from Non-Hindi Speaking States/UTs for Post-Matric Studies in Hindi	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.17	0.20	25.00	0.80%
3.	Scheme of Scholarships for Study Abroad-(This Scheme has been discontinued in 90-91. Budget Provision made to provide for expenses of pre '91 Scholars)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00%
4.	Scholarships offered by Foreign Governments/Organizations for Higher Studies to Indian Nationals Abroad	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	69.00	0.00%
5.	Other Items	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00%
Total		0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.17	0.20	99.00	0.20%

Book Promotion

(Rs. in lakhs)

S. No.	Schemes/Programmes/ Institutions	Final Expenditure incurred in the NE Region in f.y. 2001-02 (as on 31.03.2002)									Outlay (RE) 2001-02	% age of Exp. w.r.t. RE
		Arunachal Pradesh	Assam	Manipur	Meghalaya	Mizoram	Nagaland	Sikkim	Tripura	Total		
PLAN												
1.	Scheme of Book Promotional Activities and Voluntary Organizations	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	60.00	0.00%
2.	National Book Trust (NBT), New Delhi	0.37	15.21	0.75	0.80	1.94	0.00	0.94	0.33	20.34	1169.00	1.74%
3.	Organising Seminars/Workshops on Copyright	0.00	0.00	0.00	1.60	0.00	0.00	0.00	0.00	0.00	90.00	0.00%
4.	Financial Assistance on Intellectual Property Rights	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.60	190.00	0.84%
5.	Modernization of Copyright Office	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8.00	0.00%
Total		0.37	15.21	0.75	2.40	1.94	0.00	0.94	0.33	21.94	1517.00	1.45%
NON-PLAN												
1.	International Copyright Union- India's Contribution to World Intellectual Property Organization (WIPO)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	26.00	0.00%
2.	National Book Trust (NBT), New Delhi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	610.00	0.00%
Total		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	636.00	0.00%

Technical Education

(Rs. in lakhs)

S. No.	Schemes/Programmes/ Institutions	Final Expenditure incurred in the NE Region in f.y. 2001-02 (as on 31.03.2002)									Outlay (RE) 2001-02	% age of Exp. w.r.t. RE
		Arunachal Pradesh	Assam	Manipur	Meghalaya	Mizoram	Nagaland	Sikkim	Tripura	Total		
1	2	3	4	5	6	7	8	9	10	11	12	13
PLAN												
1.	Indian Institutes of Technology (IITs) (At Guwahati in the North East)	0.00	3060.00	0.00	0.00	0.00	0.00	0.00	0.00	3060.00	13279.00	23.04%
2.	Regional Engineering Colleges (RECs) (At Silchar in the North East)	0.00	200.00	0.00	0.00	0.00	0.00	0.00	0.00	200.00	5600.00	3.57%

1	2	3	4	5	6	7	8	9	10	11	12	13
3.	North Eastern Regional Institute of Science and Technology (NERIST), Itanagar	1400.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1400.00	1400.00	100.00%
4.	Scheme of Community Polytechnics	14.25	25.80	3.00	3.00	8.75	2.25	0.00	6.75	63.80	3500.00	1.82%
5.	National Scheme of Apprenticeship Training	0.04	5.34	0.30	0.00	0.00	0.00	0.00	2.56	8.24	1200.00	0.69%
6.	Assistance to Technical Institutions through University Grants Commission (UGC)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00	0.00%
7.	Technology Development Missions	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	800.00	0.00%
8.	Technical Teachers Training Institutes (TTTIs)	5.29	5.29	3.92	6.12	3.05	0.67	0.00	5.67	30.01	965.00	3.11%
9.	Modernisation and Removal of Obsolescence (MODROB)	5.00	42.00	0.00	0.00	0.00	0.00	0.00	0.00	47.00	900.00	5.22%
10.	Scheme of Research and Development	10.00	14.00	0.00	0.00	0.00	0.00	0.00	0.00	24.00	450.00	5.33%
11.	Thrust Areas in Technical Education	0.00	10.00	0.00	0.00	0.00	0.00	0.00	0.00	10.00	700.00	1.43%
12.	Education Consultants India Limited (Ed. CIL), New Delhi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00%
13.	Boards of Apprenticeship/ Practical Training (BOATs), Mumbai, Kolkata, Chennai and Kanpur	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00%
14.	World Bank Assisted Projects for Technical Education— Payment for Professional and Special Services	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00%
15.	Sant Longowal Institute of Engineering and Technology (SLIET), Longowal, Sangrur, Punjab	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1469.00	0.00%
16.	Indian Institute of Information Technology (IIIT), Allahabad	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1470.00	0.00%

1	2	3	4	5	6	7	8	9	10	11	12	13
17.	Upgrading of existing Polytechnics to integrate the Physically Disabled in the mainstream of Technical & Vocational Education	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	400.00	0.00%
18.	Indian Institutes of Management (IIMs)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6179.00	0.00%
19.	Indian Institute of Science (IISc), Bangalore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2600.00	0.00%
20.	All India Council for Technical Education (AICTE), New Delhi	6.06	65.05	15.00	0.00	0.00	0.00	0.00	0.00	86.11	8175.00	1.05%
21.	Indian Institute of Information Technology and Management (IITM), Gwalior	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3160.00	0.00%
22.	National Institute of Industrial Engineering (NIE), Mumbai	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	389.00	0.00%
23.	National Institute of Foundry & Forge Technology (NIFFT), Ranchi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	249.00	0.00%
24.	School of Planning and Architecture (SPA), New Delhi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	87.00	0.00%
25.	Government College of Engineering and Technology, Jammu	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
26.	Indian School of Mines (ISM), Dhanbad	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	350.00	0.00%
27.	Scheme of Research and Information Services	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00%
28.	Student Counselling and Development Programme	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00%
29.	National Programme for HRD in IT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00%
30.	Technical Education III	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00%
Total		1440.64	3427.48	22.22	9.12	11.80	2.92	0.00	14.98	4929.16	54577.00	9.03%

1	2	3	4	5	6	7	8	9	10	11	12	13
NON-PLAN												
1.	Indian Institutes of Technology (IITs) (At Guwahati in the North East)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	38641.00	0.00%
2.	Regional Engineering Colleges (RECs) (At Sikkim in the North East)	0.00	325.00	0.00	0.00	0.00	0.00	0.00	0.00	325.00	8337.00	3.90%
3.	Scheme of Community Polytechnics	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00%
4.	National Scheme of Apprenticeship Training	0.00	4.39	0.62	0.00	0.00	0.00	0.00	3.00	8.01	800.00	1.00%
5.	Technical Teachers Training Institutes (TTIs)	0.00	2.85	0.00	0.00	0.00	0.00	0.00	0.00	2.85	1474.00	0.19%
6.	Indian Institutes of Management (IIMs)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4056.00	0.00%
7.	Indian Institute of Science (IISc), Bangalore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7400.00	0.00%
8.	All India Council for Technical Education (AICTE), New Delhi	1.95	4.13	0.00	0.00	0.00	0.00	0.00	0.00	6.08	1620.00	0.38%
9.	National Institute of Industrial Engineering (NIIE), Mumbai	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	700.00	0.00%
10.	National Institute of Foundry & Forge Technology (NIFFT), Ranchi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	410.00	0.00%
11.	School of Planning and Architecture (SPA), New Delhi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	500.00	0.00%
12.	Indian School of Mines (ISM), Dhanbad	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1300.00	0.00%
13.	Boards of Apprenticeship/ Practical Training (BOATs), Mumbai, Kolkata, Chennai and Kanpur	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	185.00	0.00%
14.	Revision of Pay Scales of Technical Institutions and Central Assistance to States	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4300.00	0.00%

1	2	3	4	5	6	7	8	9	10	11	12	13
15.	Asian Institute of Technology, Bangkok	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	18.00	0.00%
16.	Expenditure on Foreign Experts and Foreign Delegation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00%
Total		1.95	336.37	0.62	0.00	0.00	0.00	0.00	3.00	341.94	69842.00	0.49%

Planning and Administration

(Rs. in lakhs)

S. No.	Schemes/Programmes/ Institutions	Final Expenditure incurred in the NE Region in t.y. 2001-02 (as on 31.03.2002)									Outlay (RE) 2001-02	% age of Exp. w.r.t. RE
		Arunachal Pradesh	Assam	Manipur	Meghalaya	Mizoram	Nagaland	Sikkim	Tripura	Total		
1	2	3	4	5	6	7	8	9	10	11	12	13
PLAN												
1.	National Institute of Educational Planning and Administration (NIEPA), New Delhi	0.00	1.68	0.78	0.00	0.00	0.00	0.00	0.00	2.46	220.00	1.12%
2.	Strengthening of Statistical Machinery in States	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00%
3.	Scheme of Assistance for Studies, Seminars, Evaluation etc. for Implementation of Education Policy	0.00	2.75	0.00	0.00	0.00	0.00	0.00	0.00	2.75	80.00	3.44%
4.	Grants to Auroville Foundation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	0.00%
5.	Strengthening of External Academic Relations	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.00	0.00%
6.	Reorganisation of INC Library into a full fledged Documentation and Reference Centre for UNESCO Publications in India	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.00	0.00%
7.	Holding of Meetings of Committees/Conferences and organization of exhibitions in furtherance of UNESCO's Aims and Objectives	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	7.00	0.00%
8.	Strengthening of Voluntary Organisations engaged in promotion of UNESCO's Programmes and Activities	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.25	3.00	8.33%

1	2	3	4	5	6	7	8	9	10	11	12	13
9.	Secretariat Expenses	-	-	-	-	-	-	-	-	0.00	52.00	0.00%
10.	Educational Development of North Eastern States & Sikkim	25.00	0.00	0.00	0.88	0.00	0.00	0.00	0.00	25.88	1.00	2588.00%
11.	Bharat Shiksha Kosh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00%
12.	Contribution to Maison De L'Inde, Paris	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00%
Total		25.00	4.68	0.78	0.88	0.00	0.00	0.00	0.00	31.34	532.00	5.89%

NON-PLAN

1.	National Institute of Educational Planning and Administration	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	210.00	0.00%
2.	Grants to Auroville Foundation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	70.00	0.00%
3.	Secretariat Expenses, Administration	-	-	-	-	-	-	-	-	0.00	2638.00	0.00%
4.	Contribution to UNESCO	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	469.50	0.00%
5.	Expenditure of Indian National Commission (INC) for Cooperation with UNESCO for publication of Hindi & Tamil Editions of UNESCO Courier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	52.00	0.00%
6.	Visit of Foreign Delegation to India	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.00	0.00%
7.	Deputation and Delegation to UNESCO Conference etc.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	33.50	0.00%
8.	Other Items	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00%
Total		0.00	3484.00	0.00%								

Summary of Flow of Funds to the NE States and Sikkim (2002-03)

(Rs. in lakhs)

S. No.	Schemes/Programmes/Institutions	Final figures of Expenditure incurred in the NE Region in Ly. 2002-03 (as on 31.03.2003)									Outlay (RE) 2002-03	% age of Exp. w.r.t. RE
		Arunachal Pradesh	Assam	Manipur	Meghalaya	Mizoram	Nagaland	Sikkim	Tripura	Total		
1	2	3	4	5	6	7	8	9	10	11	12	13
PLAN												
1.	Elementary Education	1495.98	22379.22	651.74	903.28	1132.59	1937.04	272.98	1796.80	30569.43	426677.00	7.16%
2.	Adult Education	186.25	95.70	15.25	32.00	88.40	0.00	36.60	165.00	619.20	23323.00	2.65%
Total (Department of Elementary Education & Literacy)		1682.23	22474.92	666.99	935.28	1220.99	1937.04	309.58	1961.80	31188.63	450000.00	6.93%

1	2	3	4	5	6	7	8	9	10	11	12	13
1.	Secondary Education	562.33	4408.87	1036.08	881.81	57.25	442.51	225.65	274.58	7889.08	57129.00	13.81%
2.	Higher Education	235.30	3522.00	361.01	635.08	1431.69	583.80	14.22	110.98	6914.03	62743.00	11.02%
3.	Language Development	178.06	457.97	170.27	22.53	287.90	19.56	2.29	63.20	1201.78	11204.00	10.73%
4.	Scholarships	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.04	99.00	0.04%
5.	Book Promotion	2.25	23.71	1.00	2.00	1.00	0.00	1.14	1.34	32.44	751.00	4.32%
6.	Technical Education	442.55	8257.31	12.99	18.03	29.00	8.09	293.04	25.14	9086.15	61658.00	14.74%
7.	Planning and Administration	0.00	2.27	1.11	0.00	0.00	0.00	0.52	0.00	3.90	649.00	0.60%
	Total (Department of Secondary & Higher Education)	1420.49	16672.13	1582.46	1559.45	1806.84	1053.96	536.86	475.28	25127.42	194233.00	12.94%
Non-Plan												
1.	Elementary Education	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	230.00	0.00%
2.	Adult Education	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	228.00	0.00%
	Total (Department of Elementary Education & Literacy)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	458.00	0.00%
1.	Secondary Education	595.23	1777.05	463.25	517.68	75.19	214.43	133.85	179.00	3955.68	71685.00	5.52%
2.	Higher Education	0.00	1125.46	0.00	3540.16	726.19	1450.04	0.00	0.00	6841.85	117896.00	5.80%
3.	Language Development	0.00	34.32	0.00	26.92	0.00	7.78	0.61	0.00	69.63	3616.00	1.93%
4.	Scholarships	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.12	105.00	0.11%
5.	Book Promotion	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	708.00	0.00%
6.	Technical Education	1202.21	2939.90	0.00	0.00	0.00	0.00	0.00	1.00	4143.11	81118.00	5.11%
7.	Planning and Administration	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3833.00	0.00%
	Total (Department of Secondary & Higher Education)	1797.44	5876.73	463.25	4084.76	801.38	1672.25	134.46	180.12	15010.39	278961.00	5.38%

*Department of Elementary Education & Literacy**Elementary Education*

(Rs. in lakhs)

S. No.	Schemes/Programmes/ Institutions	Final figures of Expenditure incurred in the NE Region in f.y. 2002-03 (as on 31.03.2003)									Outlay (RE) 2002-03	% age of Exp. w.r.t. RE
		Arunachal Pradesh	Assam	Manipur	Meghalaya	Mizoram	Nagaland	Sikkim	Tripura	Total		
1	2	3	4	5	6	7	8	9	10	11	12	13
PLAN												
1.	Operation Blackboard***	0.00	793.93	0.00	0.00	27.75	0.00	0.00	0.00	***821.68	2831.00	29.02%
2.	Restructuring and Reorganization of Teacher Education	62.20	672.53	98.84	193.50	166.02	243.17	6.69	40.00	1482.95	16491.00	8.99%

1	2	3	4	5	6	7	8	9	10	11	12	13
3.	Non Formal Education Programme (NFE)- <i>Scheme revised & renamed from f.y. 01-02 as Education Guarantee Scheme and Alternative & Innovative Education (EGS & AIE)</i>	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1000.00	0.00%
4.	National Council for Teacher Education (NCTE), New Delhi	0.00	2.06	1.79	0.78	0.14	1.85	0.49	0.68	7.79	500.00	1.56%
5.	National Bal Bhavan (NBB), New Delhi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	402.00	0.00%
6.	National Programme of Nutritional Support to Primary Education (Mid-day Meal Scheme)	21.78	5333.61	551.11	25.23	233.81	718.74	53.23	825.19	7762.70	110150.00	7.05%
7.	District Primary Education Programme (DPEP)	0.00	5401.17	0.00	0.00	0.00	0.00	0.00	0.00	5401.17	128700.00	4.20%
8.	Kasturba Gandhi Swatantra Vidyalaya	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.00	0.00%
9.	Shiksha Karmi Project (SKP)**	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1502.00	0.00%
10.	Lok Jumbish Project**	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6000.00	0.00%
11.	Mahila Samakhya Programme*	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	900.00	0.00%
12.	Sarva Shiksha Abhiyan (SSA)	1412.00	10175.92	0.00	683.77	704.87	973.28	212.57	930.93	15093.34	156849.00	9.62%
13.	Janshala (Go-UN) Programme [for promoting Universal Primary Education (UPE)]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1350.00	0.00%
Total		1495.98	22379.22	651.74	903.28	1132.59	1937.04	272.98	1796.80	30569.63	426677.00	7.16%
NON-PLAN												
1.	National Bal Bhavan (NBB), New Delhi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	230.00	0.00%
Total		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	230.00	0.00%

*This Scheme is being implemented under DPEP in Assam only.

**These Schemes are being implemented only in Rajasthan.

***This Scheme has been subsumed in SSA during X Plan. The Budget provision in the current year was made for funding the residual work under the OB Scheme.

Adult Education

(Rs. in lakhs)

S. No.	Schemes/Programmes/ Institutions	Final figures of Expenditure incurred in the NE Region in f.y. 2002-03 (as on 31.03.2003)									Outlay (RE) 2002-03	% age of Exp. w.r.t. RE
		Arunachal Pradesh	Assam	Manipur	Meghalaya	Mizoram	Nagaland	Sikkim	Tripura	Total		
PLAN												
1.	Assistance to Voluntary Agencies in the field of Adult Education	0.00	10.00	0.00	32.00	0.00	0.00	0.00	10.00	52.00	2350.00	2.21%
2.	Scheme of Continuing Education for Neo-Literates	0.00	0.00	0.00	0.00	74.40	0.00	0.00	155.00	229.40	14553.00	1.58%
3.	Scheme of Literacy Campaigns and Operation Restoration- Total Literacy Campaign (TCL) and Post Literacy Programme (PLP)	171.00	48.65	0.00	0.00	0.00	0.00	36.60	0.00	256.25	2500.00	10.25%
4.	Shramik Vidyapeeth (SVP)— now renamed as Jan Shikshan Sansthan (JSS)	15.25	37.05	15.25	0.00	14.00	0.00	0.00	0.00	81.55	2500.00	3.26%
5.	Directorate of Adult Education (DAE)*	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1145.00	0.00%
6.	National Literacy Mission Authority (NLMA)*	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00%
7.	Population Education in Adult Education Programme	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	125.00	0.00%
8.	National Institute of Adult Education (NIAE)*	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
Total		186.25	95.70	15.25	32.00	88.40	0.00	36.60	165.00	619.20	23323.00	2.65%
NON-PLAN												
1.	Jan Shikshan Sansthan (JSS)— Polyvalent Adult Education Centre, New Delhi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	35.00	0.00%
2.	Directorate of Adult Education (DAE)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	173.00	0.00%
3.	TA/DA to Non Official Members	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	20.00	0.00%
Total		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	228.00	0.00%

*The Outlay on these items is institution/project specific.

*Department of Secondary and Higher Education**Secondary Education*

(Rs. in lakhs)

S. No.	Scheme/Programme/ Institutions	Final figures of Expenditure incurred in the NE Region in t.y. 2002-03 (as on 31.03.2003)									Outlay (RE) 2002-03	% age of Exp. w.r.t. RE
		Arunachal Pradesh	Assam	Manipur	Meghalaya	Mizoram	Nagaland	Sikkim	Tripura	Total		
1	2	3	4	5	6	7	8	9	10	11	12	13
PLAN												
1.	Information Communication Technologies in Schools (ICT)**	0.00	0.00	0.00	0.00	0.00	0.00	72.50	0.00	72.50	2739.00	2.65%
2.	Access & Equity Programme— <i>Previously known as Strengthening of Boarding & Hostel Facilities for Girl Students of Schools</i>	0.00	43.78	35.66	0.00	0.00	31.58	0.00	0.00	111.02	1100.00	10.09%
3.	Quality Improvement in Schools (QIS)*	0.00	11.24	1.37	0.00	0.00	0.00	0.00	0.00	12.61	2387.00	0.53%
4.	National Council of Educational Research and Training (NCERT)— including expenditure under NPEP Programme	3.74	7.41	6.68	32.44	3.05	3.64	4.19	1.28	62.43	1655.00	3.77%
5.	Integrated Education for Disabled Children (IEDC)	0.00	23.08	132.87	1.73	33.58	22.61	12.35	8.19	234.41	3500.00	6.70%
6.	Navodaya Vidyalaya Samiti (NVS)	411.49	3152.20	722.83	807.64	20.62	270.31	135.64	262.64	5783.37	36000.00	16.06%
7.	Kendriya Vidyalaya Sangathan (KVS)	143.92	1156.72	135.00	40.00	0.00	114.37	0.00	0.00	1590.01	8500.00	18.71%
8.	Central Tibetan Schools Administration (CTSA)	3.18	0.00	0.00	0.00	0.00	0.00	0.97	0.00	4.15	300.00	1.38%
9.	National Open School (NOS)	0.00	£13.13	0.00	0.00	0.00	0.00	0.00	0.00	13.13	880.00	1.49%
10.	Promotion of Yoga in Schools	0.00	1.31	1.67	0.00	0.00	0.00	0.00	2.47	5.45	68.00	8.01%
Total		562.33	4408.87	1036.08	881.81	57.25	442.51	225.65	274.58	7889.08	57129.00	13.81%
NON-PLAN												
1.	National Council of Educational Research & Training (NCERT)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3500.00	0.00%
2.	Navodaya Vidyalaya Samiti (NVS)	183.01	0.00	270.13	150.05	34.98	25.33	51.64	37.85	752.99	12260.00	6.14%

1	2	3	4	5	6	7	8	9	10	11	12	13
3.	Kendriya Vidyalaya Sangathan (KVS)	363.27	1772.00	192.49	366.37	39.75	187.83	67.10	139.88	3128.69	54477.00	5.74%
4.	Central Tibetan Schools Administration (CTSA)	47.73	0.00	0.00	0.00	0.00	0.00	13.84	0.00	61.57	1250.00	4.93%
5.	Promotion of Yoga in Schools	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	65.00	0.00%
6.	National Awards to Teachers	1.22	5.05	0.63	1.26	0.46	1.27	1.27	1.27	12.43	130.00	9.56%
7.	Voluntary Organisations in the field of School Education	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00%
8.	Educational Concessions to Children of Armed Forces Personnel killed/disabled during hostilities	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00%
9.	Cultural Exchange Programme in the field of School Education	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00%
Total		595.23	1777.05	463.25	517.68	75.19	214.43	133.85	179.00	3955.68	71685.00	5.52%

*This scheme includes the merged IX Plan Schemes of Environment education, Improvement of Science Edn. in schools, National Population Edn. Project.

**This scheme includes the merged IX Plan Schemes of CLASS & Education Technology.

*Though Plan expenditure is incurred through NoS' RC at Guwahati, it covers all NE States.

Higher Education

(Rs. in lakhs)

S. No.	Schemes/Programmes/ Institutions	Final figures of Expenditure incurred in the NE Region in f.y. 2002-03 (as on 31.03.2003)									Outlay (RE) 2002-03	% age of Exp. w.r.t. RE
		Arunachal Pradesh	Assam	Manipur	Meghalaya	Mizoram	Nagaland	Sikkim	Tripura	Total		
1	2	3	4	5	6	7	8	9	10	11	12	13
PLAN												
1.	University Grants Commission (UGC), New Delhi	207.60	3468.97	332.23	597.38	1421.09	572.30	0.00	103.39	6702.96	55976.00	11.97%
2.	Indira Gandhi National Open University (IGNOU)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3883.00	0.00%
3.	Indian Council of Social Science Research (ICSSR), New Delhi *—The total expenditure in f.y. 02-03 for ICSSR also includes as expenditure of general nature, not attributable to any State, of Rs. 19.95 lakhs	22.22	33.18	21.99	35.20	9.32	10.36	14.22	7.59	*174.03	1750.00	9.94%

1	2	3	4	5	6	7	8	9	10	11	12	13
4.	Indian Council of Historical Research (ICHR), New Delhi	5.48	15.64	2.79	0.04	1.28	1.14	0.00	0.00	26.37	280.00	9.42%
5.	Association of Indian Universities (AIU), New Delhi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	39.00	0.00%
6.	National Council of Rural Institutes (NCRI), Hyderabad	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
7.	Dr. Zakir Hussain Memorial College Trust, Delhi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.00	0.00%
8.	Indian Institute of Advanced Study (IIAS), Shimla	0.00	1.25	0.00	0.00	0.00	0.00	0.00	0.00	1.25	300.00	0.42%
9.	Institutions of Higher Learning of All India Importance	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	66.00	0.00%
10.	Indian Council of Philosophical Research (ICPR), New Delhi	0.00	1.46	2.50	2.46	0.00	0.00	0.00	0.00	6.42	237.00	2.71%
11.	Project of History of Indian Science Philosophy and Culture (PHISPC)	0.00	1.50	1.50	0.00	0.00	0.00	0.00	0.00	3.00	190.00	1.58%
12.	Free Education For Girls	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	11.00	0.00%
Total		235.30	3522.00	361.01	635.08	1431.69	583.80	14.22	110.98	6914.03	62743.00	11.02%

NON-PLAN

1.	University Grants Commission (UGC), New Delhi	0.00	1076.78	0.00	3493.16	726.19	1450.04	0.00	0.00	6746.17	110139.00	6.13%
2.	Indira Gandhi National Open University (IGNOU)	0.00	48.00	0.00	30.50	0.00	0.00	0.00	0.00	78.50	0.00	0.00%
3.	Indian Council of Social Science Research (ICSSR), New Delhi	0.00	0.00	0.00	16.50	0.00	0.00	0.00	0.00	16.50	2400.00	0.69%
4.	Indian Council of Historical Research (ICHR), New Delhi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	450.00	0.00%
5.	Association of Indian Universities (AIU), New Delhi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.00	0.00%
6.	Dr. Zakir Hussain Memorial College Trust, Delhi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.00	0.00%
7.	Commonwealth of Learning (COL)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	200.00	0.00%

1	2	3	4	5	6	7	8	9	10	11	12	13
8.	Indian Institute of Advanced Study (IAS), Shimla	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.08	375.00	0.02%
9.	Institutions of Higher Learning of All India Importance	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.00	0.00%
10.	Indian Council of Philosophical Research (ICPR), New Delhi	0.00	0.60	0.00	0.00	0.00	0.00	0.00	0.00	0.60	217.00	0.28%
11.	Revision of Pay Scales of Teachers in Universities and Colleges	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3799.00	0.00%
12.	Shastri Indo-Canadian Institute (SICI)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	200.00	0.00%
13.	Refund of Income Tax	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	30.00	0.00%
14.	Scheme of National Research Professorship	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.00	0.00%
15.	Short Term American Education Programme	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00%
16.	Contribution to the funds of World Institute for Development Economic Research (WIDER)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
Total		0.00	1125.46	0.00	3540.16	726.19	1450.04	0.00	0.00	6841.85	117896.00	5.90%

†The Outlay on these items is institution/project specific.

Language Development

(Rs. in lakhs)

S. No.	Schemes/Programmes/Institutions	Final figures of Expenditure incurred in the NE Region in f.y. 2002-03 (as on 31.03.2003)									Outlay (RE) 2002-03	% age of Exp. w.r.t. RE
		Arunachal Pradesh	Assam	Manipur	Meghalaya	Mizoram	Nagaland	Sikkim	Tripura	Total		
1	2	3	4	5	6	7	8	9	10	11	12	13

PLAN

LANGUAGES: HINDI & MIL

1.	Central Hindi Directorate (CHD), New Delhi	0.17	80.75	16.42	3.13	3.78	4.09	0.75	0.77	109.86	605.00	18.16%
2.	Commission for Scientific and Technical Terminology (CSIT)	0.00	12.11	0.00	0.00	0.00	0.00	0.00	0.00	12.11	210.00	5.77%
3.	Kendriya Hindi Shiksha Mandal (KHSM)/Kendriya Hindi Sansthan (KHS), Agra	2.20	16.91	5.10	18.30	3.20	15.47	1.32	0.00	62.50	625.00	10.00%

1	2	3	4	5	6	7	8	9	10	11	12	13
4.	Appointment of Language Teachers	172.19	276.20	133.45	0.00	280.92	0.00	0.00	0.00	862.76	1150.00	75.02%
5.	Central Institute of Indian Languages (CILL), Mysore	1.78	42.82	0.37	0.00	0.00	0.00	0.00	0.00	44.97	438.00	10.27%
6.	Regional Languages Centres	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	157.00	0.00%
7.	National Council for Promotion of Urdu Language (NCPUL), New Delhi	0.00	23.92	9.82	0.00	0.00	0.00	0.00	9.82	43.56	1048.00	4.16%
8.	National Council for Promotion of Sindhi Language (NCPSL), Vadodara	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	40.00	0.00%
9.	Financial Assistance for English Language Teaching Institutes, Regional Institutes of English Language Teaching and District Centres of English/Assistance to Voluntary Organisations for Publication and Purchase of Books in English Language/Promotional Activities	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	140.00	0.00%
10.	Area Intensive and Madarsa Modernisation Programme (AIMMP)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	45.72	45.72	3150.00	1.45%
11.	Scheme of Assistance to Agencies for Strengthening of Culture and Values in Education	1.72	2.00	0.00	1.10	0.00	0.00	0.00	0.00	4.82	220.00	2.19%
12.	Indian Languages Promotion Council (Formerly known as National Committee for Indian Languages)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.00	0.00%
SANSKRIT												
13.	Development of Sanskrit through State Governments/UTs	0.00	2.70	0.00	0.00	0.00	0.00	0.00	6.89	9.99	1301.00	0.74%
14.	Rashtriya Sanskrit Sansthan (RSS), New Delhi	0.00	0.00	5.11	0.00	0.00	0.00	0.22	0.00	5.33	2004.00	0.27%

1	2	3	4	5	6	7	8	9	10	11	12	13
15.	Maharshi Sandipani Rashtriya Veda Vidya Pratishthan, Ujjain	0.00	0.56	0.00	0.00	0.00	0.00	0.00	0.00	0.56	110.00	0.51%
Total		178.06	457.97	170.27	22.53	287.90	19.56	2.29	63.20	1201.78	11204.00	10.73%

NON-PLAN**LANGUAGES: HINDI & MIL**

1	Central Hindi Directorate (CHD), New Delhi	0.00	1.12	0.00	0.22	0.00	0.78	0.00	0.00	2.12	510.00	0.42%
2.	Commission for Scientific and Technical Terminology (CSTT)	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.11	125.00	0.09%
3.	Kendriya Hindi Shikshan Mandal (KHSM)/ Kendriya Hindi Sansthan (KHS), Agra	0.00	33.09	0.00	26.70	0.00	7.00	0.61	0.00	67.40	600.00	11.23%
4.	Central Institute of Indian Languages (CILL), Mysore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	262.00	0.00%
5.	Regional Languages Centres	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	513.00	0.00%
6.	Scheme of Production of University Level Books (in Regional Languages)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	80.00	0.00%

SANSKRIT

7.	Rashtriya Sanskrit Sansthan (RSS), New Delhi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1526.00	0.00%
Total		0.00	34.32	0.00	26.92	0.00	7.78	0.61	0.00	69.63	3616.00	1.93%

Scholarships

(Rs. in lakhs)

S. No.	Schemes/Programmes/ Institutions	Final figures of Expenditure incurred in the NE Region in f.y. 2002-03 (as on 31.03.2003)									Outlay (RE) 2002-03	% age of Exp. w.r.t. RE
		Arunachal Pradesh	Assam	Manipur	Meghalaya	Mizoram	Nagaland	Sikkim	Tripura	Total		
1	2	3	4	5	6	7	8	9	10	11	12	13
PLAN												
1.	National Scholarship Scheme	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	59.00	0.00%
2.	Scholarships at Secondary Stage for Talented Children from Rural Areas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.04	40.00	0.10%
Total		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.04	99.00	0.04%

1	2	3	4	5	6	7	8	9	10	11	12	13
NON-PLAN												
1.	Write-off of Losses under National Loan Scholarship Scheme	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.00	0.00%
2.	Grant-in-Aid Scheme of Scholarships to Students from Non-Hindi Speaking States/UTs for Post-Matric Studies in Hindi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.12	50.00	0.24%
3.	Scheme of Scholarships for Study Abroad-(This Scheme has been discontinued in 90-91. Budget Provision made to provide for expenses of pre '91 Scholars)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00%
4.	Scholarships offered by Foreign Governments/ Organizations for Higher Studies to Indian Nationals Abroad	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	48.00	0.00%
5.	Other Items	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
Total		0.00	0.12	0.12	105.00	0.11%						

Book Promotion

(Rs. in lakhs)

S. No.	Schemes/Programmes/ Institutions	Final figures of Expenditure incurred in the NE Region in (y. 2002-03 (as on 31.03.2003)									Outlay (RE) 2002-03	% age of Exp. w.r.t. RE
		Arunachal Pradesh	Assam	Manipur	Meghalaya	Mizoram	Nagaland	Sikkim	Tripura	Total		
1	2	3	4	5	6	7	8	9	10	11	12	13
PLAN												
1.	Scheme of Financial Assistance to Voluntary Organizations for Book Promotional Activities	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	77.00	0.00%
2.	National Book Trust (NBT), New Delhi	2.25	23.71	1.00	2.00	0.00	0.00	1.14	1.34	31.44	418.00	7.52%
3.	Scheme for Intellectual Property Education and Public Outreach	0.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00	1.00	179.00	0.56%
4.	Scheme of Financial Assistance to Educational Libraries	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	33.00	0.00%
5.	Scheme for Financial Assistance on WTO Studies	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	44.00	0.00%
Total		2.25	23.71	1.00	2.00	1.00	0.00	1.14	1.34	32.44	751.00	4.32%

1	2	3	4	5	6	7	8	9	10	11	12	13
NON-PLAN												
1.	International Copyright Union-India's Contribution to World Intellectual Property Organization (WIPO)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	30.00	0.00%
2.	National Book Trust (NBT), New Delhi	-	-	-	-	-	-	-	-	0.00	678.00	0.00%
Total		0.00	708.00	0.00%								

Technical Education

(Rs. in lakhs)

S. No.	Schemes/Programmes/ Institutions	Final figures of Expenditure incurred in the NE Region in f.y. 2002-03 (as on 31.03.2003)									Total	Outlay (RE) 2002-03	% age of Exp. w.r.t. RE
		Arunachal Pradesh	Assam	Manipur	Meghalaya	Mizoram	Nagaland	Sikkim	Tripura				
1	2	3	4	5	6	7	8	9	10	11	12	13	
PLAN													
1.	Indian Institutes of Technology (IITs) (At Guwahati in the North East)	0.00	7402.00	0.00	0.00	0.00	0.00	0.00	0.00	7402.00	16492.00	44.88%	
2.	National Institute of Technology (NITs) (At Silchar in the North East)	0.00	575.00	0.00	0.00	0.00	0.00	0.00	0.00	575.00	8000.00	7.19%	
3.	North Eastern Regional Institute of Science and Technology (NERIST), Itanagar	300.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	300.00	700.00	42.86%	
4.	Scheme of Community Polytechnics	0.40	56.68	9.37	8.75	26.46	5.78	0.00	11.51	118.95	4200.00	2.83%	
5.	National Scheme of Apprenticeship Training	0.00	6.00	1.14	0.00	0.00	0.00	0.00	1.38	8.52	1500.00	0.57%	
6.	Technical Education Quality Improvement Programme	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3000.00	0.00%	
7.	Technology Development Missions	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%	
8.	Technical Teachers Training Institutes (TTIs)	0.00	22.02	2.48	9.28	2.54	2.31	1.56	12.25	52.44	920.00	5.70%	
9.	Modernisation and Removal of Obsolescence (MODROB)	71.00	24.00	0.00	0.00	0.00	0.00	0.00	0.00	95.00	1500.00	6.33%	

1	2	3	4	5	6	7	8	9	10	11	12	13
10.	Scheme of Research and Development	70.00	36.00	0.00	0.00	0.00	0.00	0.00	0.00	106.00	2000.00	5.30%
11.	Thrust Areas in Technical Education	0.00	46.0	0.00	0.00	0.00	0.00	0.00	0.00	46.00	1500.00	3.07%
12.	Education Consultants India Limited (Ed. CIL), New Delhi*	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00%
13.	Boards of Apprenticeship/ Practical Training (BOATs), Mumbai, Kolkata, Chennai and Kanpur*	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	150.00	0.00%
14.	World Bank Assisted Projects for Technical Education-Payment for Professional and Special Services	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	250.00	0.00%
15.	Sant Longowal Institute of Engineering and Technology (SLIET), Longowal, Sangrur, Punjab*	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	300.00	0.00%
16.	Indian Institute of Information Technology (IIIT), Allahabad*	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	250.00	0.00%
17.	Upgrading of existing Polytechnics to Integrate the Physically Disabled in the mainstream of Technical & Vocational Education	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	460.00	0.00%
18.	Indian Institutes of Management (IIMs)*	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2500.00	0.00%
19.	Indian Institute of Science (IISc), Bangalore*	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3170.00	0.00%
20.	All India Council for Technical Education (AICTE), New Delhi	1.15	85.80	0.00	0.00	0.00	0.00	0.00	0.00	86.95	10000.00	0.87%
21.	Indian Institute of Information Technology and Management (IIITM), Gwalior*	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	250.00	0.00%
22.	National Institute of Industrial Engineering (NIE), Mumbai*	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	250.00	0.00%
23.	National Institute of Foundry & Forge Technology (NIFFT), Ranchi*	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	128.00	0.00%

1	2	3	4	5	6	7	8	9	10	11	12	13
24.	School of Planning and Architecture (SPA), New Delhi*	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	400.00	0.00%
25.	Support to New and Emerging Technology Areas	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	250.00	0.00%
26.	Indian School of Mines (ISM), Dhanbad*	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	600.00	0.00%
27.	Scheme of Research and Information Services	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
28.	Scheme of Informal Sector Development	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
29.	National Programme for HRD in IT	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1303.00	0.00%
30.	Support to Distance Education and Web Based Learning	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	250.00	0.00%
31.	Support for Networking of Institutions for Optimization of Resources	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.00	0.00%
32.	Support for National Level Entrance Examination and Competency Based Assessment Services	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00%
33.	Support for Development of Educational Administration	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.00	0.00%
34.	National Mission for Technology Education	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	10.00	0.00%
35.	International Technical Cooperation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00%
36.	Vocationalisation of Secondary Education	0.00	3.81	0.00	0.00	0.00	0.00	291.48	0.00	295.29	1100.00	26.84%
Total		442.55	8257.31	12.99	18.03	29.00	8.09	293.04	25.14	9086.15	61658.00	14.74%
NON-PLAN												
1.	Indian Institutes of Technology (IITs) (At Guwahati in the North East)	0.00	1480.00	0.00	0.00	0.00	0.00	0.00	0.00	1480.00	43800.00	3.38%
2.	Regional Engineering Colleges (RECs) (At Silchar in the North East)	0.00	1442.00	0.00	0.00	0.00	0.00	0.00	0.00	1442.00	11813.00	12.21%

1	2	3	4	5	6	7	8	9	10	11	12	13
3.	Scheme of Community Polytechnics	0.00	7.58	0.00	0.00	0.00	0.00	0.00	0.00	7.58	200.00	3.79%
4.	National Scheme of Apprenticeship Training	0.00	1.82	0.00	0.00	0.00	0.00	0.00	1.00	2.82	1000.00	0.26%
5.	Technical Teachers Training Institutes (TTTIs)	0.00	2.12	0.00	0.00	0.00	0.00	0.00	0.00	2.12	1600.00	0.13%
6.	Indian Institutes of Management (IIMs)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4973.00	0.00%
7.	Indian Institute of Science (IISc), Bangalore	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	8000.00	0.00%
8.	All India Council for Technical Education (AICTE), New Delhi	2.21	6.38	0.00	0.00	0.00	0.00	0.00	0.00	8.59	3000.00	0.29%
9.	National Institute of Industrial Engineering (NIIE), Mumbai	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	650.00	0.00%
10.	National Institute of Foundry & Forge Technology (NIFFT), Ranchi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	395.00	0.00%
11.	School of Planning and Architecture (SPA), New Delhi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	600.00	0.00%
12.	Indian School of Mines (ISM), Dhanbad	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1450.00	0.00%
13.	Boards of Apprenticeship/ Practical Training (BOATs), Mumbai, Kolkata, Chennai and Kanpur	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	200.00	0.00%
14.	Revision of Pay Scales of Teachers of Degree Level Technical Institutions—Central Assistance to States	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	62.00	0.00%
15.	Asian Institute of Technology, Bangkok	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	25.00	0.00%
16.	International Technical Cooperation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	50.00	0.00%
17.	Sant Longowal Institute of Engineering and Technology (SLIET), Longowal, Sangrur, Punjab	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1200.00	0.00%
18.	Indian Institute of Information Technology (IIT), Allahabad	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	450.00	0.00%

1	2	3	4	5	6	7	8	9	10	11	12	13
19.	Indian Institute of Information Technology and Management (IITM), Gwalior	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	450.00	0.00%
20.	North Eastern Regional Institute of Science and Technology (NERIST), Itanagar	1200.0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1200.00	1200.00	100.00%
Total		1202.21	2939.90	0.00	0.00	0.00	0.00	0.00	1.00	4143.11	81118.00	5.11%

*The outlay on these items is institution/project specific.

Planning and Administration

(Rs. in lakhs)

S. No.	Schemes/Programmes/ Institutions	Final figures of Expenditure incurred in the NE Region in (y. 2002-03 (as on 31.03.2003)									Outlay (RE) 2002-03	% age of Exp. w.r.t. RE
		Arunachal Pradesh	Assam	Manipur	Meghalaya	Mizoram	Nagaland	Sikkim	Tripura	Total		
1	2	3	4	5	6	7	8	9	10	11	12	13
1.	National Institute of Educational Planning and Administration (NIEPA), New Delhi	0.00	0.97	1.11	0.00	0.00	0.00	0.52	0.00	2.60	262.00	0.99%
2.	Strengthening Machinery for Educational Statistics in India	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
3.	Scheme of Assistance for Studies, Seminars, Evaluation etc. for Implementation of Education Policy	0.00	0.81	0.00	0.00	0.00	0.00	0.00	0.00	0.81	79.00	1.03%
4.	Grants to Auroville Foundation*	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	135.00	0.00%
5.	Strengthening of External Academic Relations*	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	60.00	0.00%
6.	Reorganisation of INC Library into a full fledged Documentation and Reference Centre for UNESCO Publications in India*	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	0.00%
7.	Holding of Meetings of Committees/Conferences and organization of exhibitions in furtherance of UNESCO aims and objectives*	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.00	0.00%
8.	Strengthening of Voluntary Organisations engaged in promotion of UNESCO's Programmes and Activities	0.00	0.049	0.00	0.00	0.00	0.00	0.00	0.00	0.49	5.00	9.80%

1	2	3	4	5	6	7	8	9	10	11	12	13
9.	Construction of UNESCO House*	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%
10.	Bharat Shiksha Kosh	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	90.00	0.00%
Total		0.00	2.27	1.11	0.00	0.00	0.00	0.52	0.00	3.90	649.00	0.60%
NON-PLAN												
1.	National Institute of Educational Planning and Administration (NIEPA), New Delhi	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	248.00	0.00%
2.	Grants to Auroville Foundation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	61.08	0.00%
3.	Secretariat Expenses, Administration	-	-	-	-	-	-	-	-	0.00	2778.00	0.00%
4.	Contribution to UNESCO	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	684.50	0.00%
5.	Expenditure of Indian National Commission (INC) for Cooperation with UNESCO for publication of Hindi & Tamil Editions of UNESCO Courier	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	32.00	0.00%
6.	Visit of Foreign Delegation to India	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	15.00	0.00%
7.	Deputation and Delegation to UNESCO	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.00	0.00%
8.	Visit of Officers from UNESCO/ Officers of National Commissions of other countries	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.42	0.00%
Total		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3833.00	0.00%

*The Outlay on these items is institution/project specific.

Informal Education Scheme

869. SHRI SHIVAJI ADHALRAO PATIL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the names of projects under Informal Education Scheme for which assistance was given by the Union Government to the Government of Maharashtra during the Ninth Plan;

(b) the amounts so released and utilised actually by the State under this programme during the above period; and

(c) the achievements of the programme, if any in the State?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) No funds were released by the Union Government to the Government of Maharashtra for implementation of the centrally sponsored Non-Formal Education Scheme, during the Ninth Plan.

(b) and (c) Does not arise.

Assistance to M.P. for Post-Matric Scholarship

870. SHRI DALPAT SINGH PARSTE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government is aware that Government of Madhya Pradesh is experiencing difficulty in getting the amount from the Union Government for post-matric scholarship;

(b) if so, whether the component of central assistance for this scheme is nominal and the State Government has to arrange for major portion of this scholarship scheme from its own resources;

(c) if so, whether special central assistance is likely to be given to Madhya Pradesh to promote the said scheme; and

(d) if so, the time by which it is likely to be released?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) No, Sir. The Ministry of Social Justice & Empowerment is implementing the Scheme of Post-Matric Scholarship for SC Students. The Ministry of Tribal Affairs is implementing the Scheme of Post-Matric Scholarship for ST Students. A proposal for release of Rs. 318.39 lakhs for payment of revised rates of scholarship in 2003-2004 under the Scheme of Post-Matric Scholarship for ST Students has been received from Madhya Pradesh by the Ministry of Tribal Affairs.

(b) The actual expenditure in the terminal year of the last Five Year Plan becomes the committed liability of State Government for every year of the next Five Year Plan. Over and above the committed liability 100% central share is released to the State Governments.

(c) and (d) Special central assistance is an economic development scheme meant for income generation for below poverty line SC/ST families. It is not provided for bearing the committed liability of State Government.

Investigation of Commercial and Residential Structures

871. SHRI PRABHUNATH SINGH: Will the Minister of URBAN DEVELOPMENT be pleased to refer to the reply given to Unstarred Question No. 16 dated February 26, 2002 and state:

(a) whether the investigation has since been completed by the CBI;

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

(c) if not, the reasons therefor?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF URBAN DEVELOPMENT (SHRI GHULAM NABI AZAD): (a) to (c) Cases of 89 properties where illegal constructions/violation of Building Bye-laws was alleged, had been referred to CBI for investigation. Out of this, CBI had registered 15 cases and have completed investigation in respect of 10, 5 of these cases are already in the Trial Court. The remaining 5 cases have been disposed of by CBI with the advice to local bodies to initiate regular disciplinary actions. CBI had returned the remaining cases for taking up the matter with the local bodies directly.

[Translation]

Anganwadi Sevikas

872. SHRI Y.G. MAHAJAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of 'Anganwadi Sevika' in the country at present, State-wise;

(b) whether salary of these Sevikas is less than that of a labourer;

(c) if so, the facts and the reasons therefor;

(d) the steps taken by the Government to increase the salaries of these Sevikas;

(e) whether the Government have formulated any scheme for the welfare of these 'Sevikas'; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KANTI SINGH): (a) State-wise number of Anganwadi Workers (Sevikas) in the country, as on 31.3.2004, is given in the Statement enclosed.

(b) to (d) Under the ICDS Scheme, the Anganwadi Workers are honorary workers from the local community who are paid fixed honorarium. The honorarium being paid to them was almost doubled with effect from 1.4.2002. At present, the Anganwadi Workers are paid honorarium ranging from Rs. 938/- to Rs. 1063/- per month, depending upon their qualification and experience. In addition, some State Governments are also providing monetary incentives to these workers out of States' resources.

(e) and (f) As a welfare measure, the Government has introduced an insurance scheme titled 'Anganwadi Karyakartri Bima Yojana', both for Anganwadi Workers and Anganwadi Helpers, with effect from 1.4.2004. The salient features of the Scheme are as follows:-

- * The scheme is applicable to persons in the age group 18-60 years.
- * Annual Premium is Rs. 280/- per beneficiary, of which Rs. 100/- will be borne by the LIC; Rs. 100/- by the Government of India and Rs. 80/- by the Anganwadi Worker/Helper.
- * Amount payable to the beneficiaries under the Scheme on occurrence of different events is as follows:—
- * Death other than by accident Rs. 20,000
- * On death due to accident Rs. 50,000
- * Permanent total disability due to accident Rs. 50,000
- * Loss of 2 eyes or 2 limbs, or one eye and one limb in an accident Rs. 50,000
- * Loss of one eye or one limb in an accident Rs. 25,000
- * On the occurrence of any critical illness like breast Cancer, ovarian cancer/fallopian tube cancer, cervical Cancer, uterine cancer, vaginal/vulval cancer, etc. Rs. 20,000
- * Scholarship of Rs. 300/- per quarter per child studying in the 9th to 12th Standard (restricted to two children).

Statement

S.No.	State/UT	No. of Anganwadi Workers as on 31.3.2004	
		Sanctioned by GOI	In-possession
1	2	3	4
1.	Andhra Pradesh	54312	53330
2.	Arunachal Pradesh	2359	2285
3.	Assam	25416	24905

1	2	3	4
4.	Bihar	60813	24726
5.	Chhattisgarh	20289	20130
6.	Goa	1012	1006
7.	Gujarat	37961	34087
8.	Haryana	13546	13446
9.	Himachal Pradesh	7354	7321
10.	Jammu & Kashmir	11821	10227
11.	Jharkhand	15505	14187
12.	Karnataka	40301	40084
13.	Kerala	25393	24384
14.	Madhya Pradesh	49784	47798
15.	Maharashtra	62716	57270
16.	Manipur	4501	4496
17.	Meghalaya	2218	2217
18.	Mizoram	1361	1341
19.	Nagaland	2770	2618
20.	Orissa	34201	32509
21.	Punjab	15829	13187
22.	Rajasthan	35821	35550
23.	Sikkim	500	498
24.	Tamil Nadu	42377	28861
25.	Tripura	3786	3195
26.	Uttar Pradesh	103104	72875
27.	Uttaranchal	6378	5674
28.	West Bengal	57540	52351
29.	Andaman and Nicobar Islands	527	429
30.	Chandigarh	300	300
31.	Delhi	3902	3842
32.	Dadra & Nagar Haveli	138	138
33.	Daman & Diu	87	87
34.	Lakshadweep	74	74
35.	Pondicherry	677	677
	All India	744673	636107

[English]

Social Security Scheme by Rourkela Steel Plant

873. SHRI ANANTA NAYAK: Will the Minister of STEEL be pleased to state:

(a) the details of social security schemes introduced by the Rourkela Steel Plant for its employees particularly for the Group 'C' and 'D' employees; and

(b) the steps taken to ensure the effective implementation of those schemes?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN): (a) The following social security measures have been extended to existing employees and separated employees/nominees (as the case may be) by the Rourkela Steel Plant:

- (i) Contributory Provident Fund (Statutory).
- (ii) Gratuity.
- (iii) Employees Family Benefit Scheme.
- (iv) Employee Family Benefit Voluntary Scheme.
- (v) SAIL Employees' Superannuation Benefit Fund.
- (vi) Life Cover Scheme.
- (vii) Compassionate Employment.
- (viii) Workmen's Compensation.
- (ix) Employee's Pension Scheme 1995 (Statutory).

(b) The implementation of the schemes are monitored by concerned departments/bodies responsible for the same. Further, these are reviewed periodically by the Management of Rourkela Steel Plant.

Private Self Financing Engineering Colleges

874. SHRI P. RAJENDRAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether UGC guidelines on admission is applicable to private self financing engineering colleges;

(b) if so, the details thereof;

(c) whether there is any guidelines for fixing number of seats to be admitted on merits and the fees to be collected from students admitted on merits in the private self financing engineering colleges;

(d) if so, the details thereof;

(e) if not, the reasons therefor; and

(f) the steps taken to formulate guidelines for admission and fees in private self financing engineering colleges?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) and (b) Yes, Sir. The University Grants Commission (UGC) has issued UGC (Admission to Specified Professional Programmes) Interim Regulations, 2003 on 26th December 2003. As per these Regulations, admission to specified professional programmes which inter-alia include undergraduate programmes in Engineering, in all institutions in the country which are presently admitting all their students or certain percentage of them on an all India basis, shall be through All India Engineering Entrance Examinations (AIEEE) conducted by the Central Board of Secondary Education.

(c) to (f) As per the guidelines issued by the All India Council for Technical Education (AICTE) on 3rd November 2003, all seats have to be filled on the basis of merit, determined by the State tests for seats to be filled from the students of that State and AIEEE for seats to be filled on all India basis. The management quota seats shall be filled through either of these common entrance tests or a common entrance test conducted by an approved agency (including Association of all colleges of a particular type in the State). Further, the Hon'ble Supreme Court in its judgement dated 14th August 2003 in the case of Islamic Academy of Education and another Vs. State of Karnataka and others directed that, in each State, two committees, each headed by a retired High Court Judge, shall be set up, (i) to look into the fee structure and (ii) to ensure that the tests conducted by the Association of Colleges are fair and transparent, respectively.

Activities of ULFA/NSCN (IM)

875. SHRI MILIND DEORA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the owners of tea gardens in upper Assam have received extortion notice from ULFA and NSCN (IM);

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

(c) whether there was a brief lull following the Bhutanese Operation; and

(d) if so, the reasons for not taking similar operation as was taken by Bhutan against insurgents?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY): (a) and (b) As per reports United Liberation Front of Assam (ULFA) has served extortion notices to the owners of the tea-gardens of Assam. 10 cases have been registered and 30 persons have been arrested in this regard. Security of the tea belt has also been enhanced by deployment of additional security forces. However, no case of extortion notice by National Socialist Council of Nagaland (NSCN (IM)) in tea garden area has been reported.

(c) and (d) There was a general lull of militant activities in Assam after operation against Indian Insurgent Groups launched by the royal Bhutan Government. However, the activities of ULFA militants have again resurfaced in pre-dominantly Upper Assam area. Counter insurgency operations have been intensified in the entire tea belt.

Assistance to Madrasas

876. SHRI ASADUDDIN OWAISI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Union Government offered financial assistance to Madrasas especially in Uttar Pradesh and neighbouring States;

(b) if so, the number of Madrasas accepted the offer of financial assistance and those who refused to accept the financial assistance;

(c) whether such assistance was provided to Madrasas in other States also during the last three years;

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

(e) the steps taken/being taken by Government to give financial assistance to Madrasas to bring them in the main stream of the Nation?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) Yes, Sir.

(b) The financial assistance to Madrasas is being provided through State Governments/UTs, under the

scheme of Area Intensive and Madrasa Modernization Programme, which is a Central Plan scheme. Proposals are received from the State Governments on the basis of applications filed by various Madrasas. The number of Madrasas accepted for financial assistance varies from year to year basis. The Madrasas voluntarily apply for assistance to the State Government and no assistance is forced on Madrasa. No refusals are intimated by State Governments.

(c) Yes, Sir.

(d) The details State-wise for the last three years is as follows:

(Rs. in Lakhs)

State	2001-02	2002-03	2003-04
Andhra Pradesh	12.51	12.51	68.04
Bihar	—	—	79.92
Chandigarh	0.36	—	—
Dadra and Nagar Haveli	0.72	—	—
Jammu & Kashmir	—	—	61.68
Orissa	—	—	168.00
Madhya Pradesh	147.18	90.06	—
Tripura	38.53	45.72	48.96
Uttar Pradesh	0.37	390.82	245.88
West Bengal	1.40	—	—

(e) The scheme itself is being upgraded and modified to provide greater focus to it.

Increase in Strength of Delhi Police

877. SHRI KINJARAPU YERRANNAIDU: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the strength of Delhi Police has increase considerably during the last three years;

(b) if so, the new posts of different categories created during the said period; and

(c) the number of police personnel posted for security of common man and senior citizens in Delhi as on date?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY): (a) and (b)

Yes Sir, The number of new posts in different categories created during the last three years and up to 8th July of the current year was 2003.

(c) The entire Police Force is engaged either directly or indirectly in performance of such vital functions as maintenance of law and order; detection and investigation of crime; and management of traffic to ensure the security and safety of the citizens. However, as against the sanctioned strength of 59066 posts as on 30th June, 2004, the number of Delhi Police personnel deployed specifically for the security of VIPs and other protected persons was 5851.

Use of Banned/Substandard Ingredients by Drug Manufacturers

878. SHRI SHIVRAJ SINGH CHOUHAN:
SHRI K.S. RAO:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether a large number of medicine manufacturing units are using banned/substandard ingredients in the country;

(b) if so, the details thereof;

(c) the number of such cases came to the notice of the Government during the last three years, State-wise;

(d) the action taken against them;

(e) the steps taken by the Government to check these unlawful activities;

(f) whether the Government propose to set up a Drug Regulatory Authority to monitor the drug industry; and

(g) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI K. RAHMAN KHAN): (a) to (e) Ministry of Health and Family Welfare has not received any such information/complaint that a large number of medicine manufacturing units are using banned/substandard ingredients in the country. The manufacture of drugs is licensed and regulated by respective State Drug Control Authority in India. The active ingredients as well as excipients used in the manufacture of drug formulations are required to be tested by every

manufacturer as per prescribed specifications before releasing the drug in the market.

(f) and (g) A Drug Regulatory Mechanism already exists in the country. Drug industry in every State is monitored by the respective Drug Control Authority.

Promotion of JE in MCD

879. SHRI ADHIR CHOWDHARY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether while promoting the Junior Engineer (Civil) to Asstt. Engineer (Civil), the Municipal Corporation of Delhi had taken some wrong decision in certain cases of SC&ST officials who had been categorized as 'Unfit' without assessment of their ACRs;

(b) whether the charges levelled against them have been dropped in respective dates; and

(c) if so, the latest status in each case regarding restoration of their old seniority i.e. with effect from 14th May, 1998?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY): (a) to (c) As per the information furnished by the Municipal Corporation of Delhi, the Departmental Promotion Committee which met on 14th May, 1998 considered, amongst others, the suitability of two Scheduled Castes and one Scheduled Tribe officers in the grade of Junior Engineer (Civil), for promotion to the next higher grade of Assistant Engineer (Civil) and placed its recommendation in regard to these three officers in the "sealed covers" as certain departmental/criminal proceedings were at that time pending against them. Consequent upon their exoneration in these proceedings, the "sealed covers" were opened and it was found that the Committee had assessed only one Scheduled caste officer fit for promotion. He was duly promoted on regular basis from the due date.

The case of the lone Scheduled Tribe officer, declared "unfit" by the Departmental Promotion Committee in the meeting held on 14th May, 1998, was reviewed subsequently and he also was promoted on regular basis from the due date. However, the third candidate, a Scheduled Caste officer, also declared unfit by the Departmental Promotion Committee in the meeting held on 14th May, 1998, could be promoted on regular basis only with effect from 28th January, 2002 on the basis of the recommendation made by a fresh Departmental Promotion Committee which met on 25th January, 2002.

Fate of Neelanchal Ispat Ltd.

880. SHRI TATHAGATA SATPATHY: Will the Minister of STEEL be pleased to state:

- (a) the fate of the Neelanchal Ispat Ltd. in Orissa;
- (b) the number of its share holders;
- (c) whether the Government is considering for its privatization; and
- (d) if so, the details thereof and the reasons therefor?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN): (a) Phase I of the Neelanchal Ispat Nigam Limited (NINL)'s project involving setting up of facilities for production of pig iron has been completed and action for completion of final phase of the project has been initiated. NINL since the commencement of production in February 2002, has produced 7.92 lakh metric tonnes of pig iron till March 2004 out of which 3.44 lakh metric tonnes has been exported and 4.21 lakh metric tonnes sold in domestic market.

(b) There are four major shareholders of NINL namely MMTCL Limited, IPICOL, MECON, SMS Demag and G.A. Danili.

(c) and (d) To finance the cost of the project, the promoters of NINL are considering induction of strategic partners into the project for financing the Phase II of the project.

[*Translation*]

Child Marriage

881. DR. RAMKRISHNA KUSMARIA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

- (a) whether child marriage is being rampant even today in several parts of the country especially among tribal, poor and backward people;
- (b) if so, whether the Government is aware that there are several discrepancies and contradictions by the laws that have been enforced by the various State Governments and that there is need to improve it;

(c) if so, whether the Government is considering to make effective laws in this regard to put a check on child marriage; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KANTI SINGH): (a) As per the information compiled by the National Crime Records Bureau, Ministry of Home Affairs, the number of cases registered under the Child Marriage Restraint Act, 1929 were 89 (1996), 78 (1997), 56 (1998), 58 (1999), 92 (2000) and 85 (2001). The Act is being administered by State Governments and Union Territory Administrations.

(b) No, Sir. As per the Child Marriage Restraint Act, 1929, which was amended in 1978, the minimum age for marriage is 21 years for boys and 18 years for girls and offences under the Act are cognizable. The provisions of the Act are intended to restrain and not to invalidate such marriages.

(c) and (d) The National Commission for Women and the National Human Rights Commission have recommended certain amendments to the Child Marriage Restraint Act, 1929. As per the information furnished by the Ministry of Law & Justice, the same have been circulated to all State Governments/Union Territory Administrations for obtaining their comments.

[*English*]

Poverty Alleviation in Tribal Districts of Gujarat

882. SHRI P.S. GADHAVI: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) whether the Union Government has received any proposal from the Government of Gujarat for poverty alleviation in tribal districts of Sabarkantha & Dahod;

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

(c) whether the said proposal has been cleared by the Union Government;

(d) if not, the time by which the proposal is likely to be cleared; and

(e) the funds allocated therefor during the Tenth Five Year Plan and the annual plan of 2003-04?

THE MINISTER OF TRIBAL AFFAIRS AND MINISTER OF DEVELOPMENT OF NORTH EASTERN REGION (SHRI P.R. KYNDIAH): (a) to (d) A project proposal of Gujarat State Land Development Corporation on "Integrated Watershed Development for rural poverty alleviation" in tribal areas of Sabarkantha and Dahod Districts of Gujarat for an amount of Rs. 319.15 crores was received from Ministry of Agriculture, Government of India.

After examination of the proposal in joint meetings with Ministry of Agriculture, the Government of Gujarat was advised to modify the proposal taking into account the norms for the watershed development schemes of various Departments of the Govt. of India. No further response has been received from the State Government.

(e) Does not arise.

Pricing of Fertilizers

883. SHRI S.D. MANDLIK:
SHRI KIRTI VARDHAN SINGH:
SHRI VIJOY KRISHNA:
SHRIMATI NIVEDITA MANE:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether the Government has taken any decision on pricing of various fertilizers;

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

(c) if not, the reasons for delay in this regard; and

(d) the time by which the decision is likely to be taken by the Government?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI K. RAHMAN KHAN): (a) to (d) With the objective of making available fertilizers to farmers at affordable prices, Government fixes the statutorily notified Maximum Retail Price (MRP) of urea, which is a controlled fertilizer and indicates MRPs of decontrolled phosphatic and potassic fertilizers. MRP of Single Super Phosphate (SSP) is indicated by the State Governments. There is no proposal to change the current MRPs/indicative MRPs of the fertilizers.

Setting up of Indian Power Fund

884. SHRI PRABODH PANDA: Will the Minister of POWER be pleased to state:

(a) whether the Government propose to set up an Indian Power Fund (IPF);

(b) if so, the purpose thereof and the total quantum of fund likely to be raised; and

(c) the time by which the fund is likely to be created?

THE MINISTER OF POWER (SHRI P.M. SAYEED): (a) to (c) PFC has decided to set up India Power Fund (IPF) for providing last mile equity investment in viable power projects with reasonable tariffs. An equity gap of about Rs. 70,000 crores had been estimated for an investment programme of about Rs. 9 lakh crores upto the end of the 11th Plan. The IPF aims at making a beginning towards meeting this estimated equity gap.

[Translation]

Traffic Police Personnel Caught Red Handed

885. SHRI NIKHIL KUMAR CHOUDHARY:
SHRI RAGHURAJ SINGH SHAKYA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of police personnels caught red handed taking bribe from the commercial vehicle operators of Delhi during each of the last three years, till date, unit-wise;

(b) whether the image of Delhi Police has maligned due to the incidents of bribe being taken openly by the police personnels; and

(c) if so, the steps being taken by the Government to check such cases?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY): (a) The requisite details are given in the attached statement.

(b) and (c) Indulgence in corrupt practices does adversely affect the image of the organization concerned. However, there is an in-built mechanism within Delhi Police to ensure that those who indulge in such malpractices are detected and dealt with promptly in accordance with law. The Delhi Traffic Police in particular has an independent Cell for the purpose of conducting surprise checks. Besides, a separate "Helpline" on Telephone Number 23378888 operating on round-the-clock basis has been installed to enable the aggrieved to lodge their complaints.

Statement

District	Number of traffic police personnel caught red handed while taking bribe			
	2001	2002	2003	2004 (upto 30th June)
New Delhi	10	4	6	9
East	9	23	13	12
North-East	18	8	21	13
South	13	18	43	25
South-West	14	28	46	36
West	9	29	39	33
North	16	31	14	9
North-West	12	20	47	13
Central	14	25	23	8
Total	115	186	252	158

*[English]***Compact University**

886. DR. COL. (RETD.) DHANI RAM SHANDIL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether a pilot scheme has been approved to set up a compact university;

(b) if so, the details thereof;

(c) the details of the composition of the study team for the purpose;

(d) whether the study team has submitted its report to the Government; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) No, Sir.

(b) to (e) Do not arise.

Prisoners Escaping from Custody

887. SHRI KAILASH MEGHWAL:
SHRIMATI JAYABEN B. THAKKAR:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of convicts and undertrials who managed to escape while attending courts and from various jails in Delhi and other parts of the country during last six months;

(b) the reaction of the Government thereon;

(c) whether the Government has chalked out any strategy in this regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MANIKRAO HODLYA GAVIT): (a) to (d) 'Prisons' being a State subject, specific information about the number of convicts and undertrials escaping while attending courts from jails in Delhi and other parts of the country is not maintained by the Central Government. Prison management, including the prevention of escape of prisoners from jails, is primarily the responsibility of the State Governments. However, the Central Government, on its part, has been extending

financial support to the State Governments for strengthening their prison security, etc.

Funds for Basic Amenities in Slums

888 SHRI B. MAHTAB: Will the Minister of URBAN EMPLOYMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether the Government allocates funds to make provisions for basic amenities in urban slums;

(b) if so, the amount of funds allocated and released to various States under the National Slum Development Programme during each of the last three years and current year, State-wise;

(c) the number of persons benefited under the scheme particularly in Orissa, State-wise; and

(d) the amount spent under the scheme during the said period, State-wise and year-wise?

THE MINISTER OF STATE OF THE MINISTRY OF URBAN EMPLOYMENT AND POVERTY ALLEVIATION (KUMARI SELJA): (a) and (b) Slum Development is a State subject. However, with a view to ameliorate the living conditions of urban slums, under the National Slum Development Programme (NSDP), funds are allocated as Additional Central Assistance (ACA) to the States annually on the basis of pro-rata slum population of the State for provision of basic amenities, etc.

The details of funds allocated and released to the various States under the NSDP during each of the last three years and current year, State-wise, are given in the enclosed Statement-I.

(c) The details about number of persons benefited under NSDP since inception of the programme in 1996 State-wise, including Orissa, are given in the enclosed Statement-II.

(d) The details of amount spent under NSDP during the last three years and the current year, State-wise and year-wise are given in the enclosed Statement-III.

Statement I

Allocation and Releases to the States during the last three years and the current year under NSDP

(Rs. in lakhs)

1	2	2001-2002		2002-2003		2003-2004		2004-2005	
		Allocation	Released	Allocation	Released	Allocation	Released	Allocation	Released*
		3	4	5	6	7	8	9	10
1.	Andhra Pradesh	3575.00	3575.00	3389.00	3389.00	3389.00	3389.00	3277.00	0.00
2.	Arunachal Pradesh	110.00	51.97	104.00	104.00	104.00	104.00	100.00	0.00
3.	Assam	312.00	0.00	296.00	0.00	296.00	219.61	316.00	0.00
4.	Bihar	1775.00	0.00	1683.00	1683.00	1683.00	1683.00	1774.00	0.00
5.	Chhattisgarh	434.00	434.00	411.00	411.00	411.00	411.01	439.00	0.00
6.	Goa	110.00	0.00	104.00	0.00	104.00	0.00	100.00	0.00
7.	Gujarat	2013.00	2013.00	1908.00	1908.00	1908.00	1860.89	2036.00	0.00
8.	Haryana	565.00	513.00	536.00	536.00	536.00	536.00	521.00	0.00
9.	Himachal Pradesh	110.00	100.00	104.00	76.53	104.00	0.00	100.00	0.00
10.	Jammu and Kashmir	725.00	725.00	687.00	687.00	687.00	687.00	465.00	0.00
11.	Jharkhand	893.00	893.00	847.00	0.00	847.00	0.00	924.00	0.00

1	2	3	4	5	6	7	8	9	10
12.	Karnataka	2174.00	2174.00	2061.00	2061.00	2061.00	2061.00	1804.00	0.00
13.	Kerala	1025.00	1025.00	972.00	972.00	972.00	972.00	1037.00	0.00
14.	Madhya Pradesh	1654.00	1654.00	1568.00	1568.00	1568.00	1568.00	1673.00	0.00
15.	Maharashtra	5831.00	0.00	5500.00	5500.00	5500.00	5500.00	5088.00	0.00
16.	Manipur	110.00	0.00	014.00	0.00	104.00	0.00	100.00	0.00
17.	Meghalaya	110.00	0.00	104.00	15.43	104.00	104.00	100.00	0.00
18.	Mizoram	110.00	110.00	104.00	104.00	104.00	104.00	100.00	0.00
19.	Nagaland	110.00	0.00	104.00	104.00	104.00	104.00	100.00	0.00
20.	Orissa	678.00	0.00	643.00	0.00	643.00	0.00	642.00	0.00
21.	Punjab	994.00	0.00	942.00	0.00	942.00	0.00	1005.00	0.00
22.	Rajasthan	1479.00	1479.00	1402.00	1402.00	1402.00	1402.00	1496.00	0.00
23.	Sikkim	110.00	0.00	104.00	0.00	104.00	104.00	100.00	0.00
24.	Tamil Nadu	2711.00	2711.00	2570.00	2570.00	2570.00	2545.40	2717.00	0.00
25.	Tripura	110.00	110.00	104.00	104.00	104.00	104.00	100.00	0.00
26.	Uttar Pradesh	4230.00	4230.00	4010.00	4010.00	4010.00	4010.00	4279.00	0.00
27.	Uttaranchal	182.00	182.00	173.00	173.00	173.00	173.00	184.00	0.00
28.	West Bengal	3768.00	3768.0	3572.00	3572.00	3572.00	3572.00	3523.00	0.00

*Up to 30.6.2004.

Statement II

State-wise number of persons benefited under NSDP since inception of the Programme in 1996

Sl.No.	States	Beneficiaries
1	2	3
1.	Andhra Pradesh	3852128
2.	Arunachal Pradesh	13450
3.	Assam	137000
4.	Bihar	1040169
5.	Chhattisgarh	288000
6.	Goa	*
7.	Gujarat	2125519

1	2	3
8.	Haryana	573998
9.	Himachal Pradesh	189556
10.	Jammu & Kashmir	502339
11.	Jharkhand	*
12.	Karnataka	586498
13.	Kerala	62910
14.	Madhya Pradesh	3669906
15.	Maharashtra	3731187
16.	Manipur	460335
17.	Meghalaya	36000

1	2	3	1	2	3
18.	Mizoram	38760	24.	Tamil Nadu	3692270
19.	Nagaland	5000	25.	Tripura	61785
20.	Orissa	1208000	26.	Uttar Pradesh	7097000
21.	Punjab	506879	27.	Uttaranchal	394829
22.	Rajasthan	706053	28.	West Bengal	6450000
23.	Sikkim	14200	Total States		37461769

*Not Reported by the State so far.

Statement III*The amount spent during the last three years and the current year under NSDP*

(Rs. in lakhs)

Sl.No.	Name of State	2001-02	2002-03	2003-04	2004-05
1	2	3	4	5	6
1.	Andhra Pradesh	2196.25	3670.89	4310.31	0.00
2.	Arunachal Pradesh	19.23	85.00	0.00	0.00
3.	Assam	80.86	130.94	239.43	0.00
4.	Bihar	0.00	1183.00	500.00	0.00
5.	Chhattisgarh	151.65	373.34	371.78	0.00
6.	Goa	0.00	0.00	0.00	0.00
7.	Gujarat	1303.74	1500.01	1383.24	0.00
8.	Haryana	20.76	847.86	731.98	0.00
9.	Himachal Pradesh	110.00	0.00	0.00	0.00
10.	Jammu and Kashmir	726.04	687.00	0.00	0.00
11.	Jharkhand	0.00	0.00	0.00	0.00
12.	Karnataka	2174.00	1650.00	0.00	0.00
13.	Kerala	504.76	725.55	647.97	0.00
14.	Madhya Pradesh	2654.33	1558.27	913.68	0.00
15.	Maharashtra	7706.70	11368.12	0.00	0.00
16.	Manipur	0.00	0.00	0.00	0.00
17.	Meghalaya	0.00	0.00	0.00	0.00
18.	Mizoram	110.00	0.00	0.00	0.00

1	2	3	4	5	6
19.	Nagaland	60.00	104.00	0.00	0.00
20.	Orissa	*218.00	*116.50	*111.54	0.00
21.	Punjab	211.79	98.92	0.00	0.00
22.	Rajasthan	1180.46	1175.97	772.54	0.00
23.	Sikkim	98.60	28.00	0.00	0.00
24.	Tamil Nadu	2711.00	0.00	0.00	0.00
25.	Tripura	110.00	104.00	0.00	0.00
26.	Uttar Pradesh	4961.23	4447.64	4122.31	0.00
27.	Uttaranchal	56.32	201.41	146.78	0.00
28.	West Bengal	3738.27	3644.58	3086.37	0.00

*The expenditure shown is from the residual funds available with the State of the previous releases.

[*Translation*]

Balika Samridhi Yojana

889. SHRI SHIVRAJ SINGH CHOUHAN: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the funds allocated to States under the 'Balika Samridhi Yojana' during 2003-04, State-wise;

(b) whether the funds have been released to all the States particularly to the State of Madhya Pradesh under the scheme;

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

(d) if not, the reasons for delay; and

(e) the steps taken by the Government to release the funds to States?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KANTI SINGH): (a) No allocation have been made to States/UTs during 2003-2004 under the Scheme.

(b) and (c) A Statement is enclosed.

(d) and (e) No allocation of funds from 2000-2001 onwards could be made due to a large amount of unspent balance lying with the States. Meanwhile, considering the operational requirements of the scheme, it was decided that issue of transfer of scheme to the States be placed before National Development Council. So far no final decision on this issue has been taken. However, in the current financial year funds are being released to the States who have sent satisfactory utilization certificates.

Statement

The Details of Funds Released from 1997-1998 to 2003-2004 Under Balika Samridhi Yojana

As on 30.6.2004
(Rs. in lakhs)

Sl.No.	Name of the State	1997-98	1998-99	1999-2000	2000-2001	2001-02	Total
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	219.53	219.45	146.35	180	140	905.33
2.	Arunachal Pradesh	9.32	6.82	6.21	2.5	0	24.85

1	2	3	4	5	6	7	8
3.	Assam	215.49	129.85	143.68	105	0	594.02
4.	Bihar	1068.7	630.75	712.46	212	0	2623.91
5.	Goa	3.34	3.34	2.23	5	2.5	16.41
6.	Gujarat	158.74	108.08	105.49	140	70	582.31
7.	Haryana	86.495	59.29	57.66	25	0	228.445
8.	Himachal Pradesh	27.745	27.725	18.5	22	20	115.97
9.	Jammu & Kashmir	52.5	48.74	35	62.5	31.25	229.99
10.	Karnataka	227.025	227	151.35	162	160	927.375
11.	Kerala	81.925	48.199	54.6	60.5	30.25	275.474
12.	Madhya Pradesh	550.35	489.18	366.9	482	100	1988.43
13.	Maharashtra	457.42	324.035	304.95	60	0	1146.405
14.	Manipur	11.48	6.03	7.65	10.75	5.5	41.41
15.	Meghalaya	17.845	9.081	11.9	0	0	38.826
16.	Mizoram	3.085	3.075	2.06	5	5.5	18.72
17.	Nagaland	5.305	3.125	3.54	1.25	0	13.22
18.	Orissa	332.12	332.12	221.41	325	263	1473.65
19.	Punjab	42.42	38.23	28.28	45	42.5	196.43
20.	Rajasthan	325.7	244.8	217.12	50	0	837.62
21.	Sikkim	3.255	3.255	2.17	1.25	2	11.93
22.	Tamil Nadu	238.16	149.54	158.77	29.5	0	575.97
23.	Tripura	17.425	17.425	11.6	8.5	29.25	84.2
24.	Uttar Pradesh	1403.4	872.43	935.94	100	0	3311.77
25.	West Bengal	412.78	233.5	275.18	0	0	924.46
26.	Andaman and Nicobar Islands	1.65	1.02	1.1	0.375	0	4.145
27.	Chandigarh	1.92	1.42	1.28	0.875	0	5.495
28.	Dadra and Nagar Haveli	0	0.8	—	0.75	2.38	3.93
29.	Daman and Diu	0.7	0.57	0.47	0.125	0	1.865
30.	Delhi	18.815	18.815	12.54	0	0	50.17
31.	Lakshadweep	0.39	0.39	0.26	0.625	0.3	1.965
32.	Pondicherry	5.03	5.03	3.35	2.5	0	15.91

1	2	3	4	5	6	7	8
33.	Chhattisgarh	0	0	—	0	200	200
34.	Jharkhand	0	0	—	0	100	100
35.	Uttaranchal	0	0	—	0	100	100
Total		6000.06	4266.12	4000	2100	1304.43	17670.6

*No funds have been released during 2002-2003 & 2003-2004.

[English]

Performance of Universities

890. SHRI S. AJAYA KUMAR: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether University Grants Commission plan to assess the performance of Universities through method called the "performance radar";

(b) if so, the details thereof;

(c) whether there exists any monitoring mechanism to assess the performance of a University teacher; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) Yes, Sir.

(b) To evaluate the performance of the universities during IX plan, the UGC has prepared development radars on three aspects namely (i) Academic performance, (ii) Research performance and (ii) Governance. Indicators have been devised for each of the three areas to evaluate the performance. The performance of the university is plotted on a radar vis-a-vis benchmark formulated by an expert committee.

(c) and (d) The UGC, in the year 1988, devised a proforma for self-appraisal of the teachers. A teacher has to possess satisfactory performance appraisal report for five years to be eligible to be considered for next promotion. Moreover, promotion at every stage is through a selection process which ensures quality.

Financing by HUDCO

891. SHRI SHRINIWAS DADASAHEB PATIL: Will the Minister of URBAN EMPLOYMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether the Housing & Urban Development Corporation Ltd. propose to finance the self-help groups for construction of Houses; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF URBAN EMPLOYMENT AND POVERTY ALLEVIATION (KUMARI SELJA): (a) and (b) Housing & Urban Development Corporation Ltd. (HUDCO) does not finance self help groups directly for construction of houses. However, Housing & Urban Development Corporation has a scheme for financing Non-Governmental Organisations (NGOs) and Micro finance institutions for housing of the poor. NGOs promote self help groups and net work groups to form federation/apex bodies which can seek loan from HUDCO.

For the purpose of eligibility—apart from being registered, the agencies seeking loan should be dealing with micro finance programmes atleast for a period of three years and have an established system for monitoring the loan utilisation and recovery.

Setting up of Wind Energy Parks

892. SHRI VIRENDRA KUMAR: Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Government propose to set up wind energy parks in the country;

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

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

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI VILAS MUTTEMWAR): (a) No, Sir.

(b) and (c) Does not arise.

Scheme for Potable Water

893. SHRI SURESH CHANDEL: Will the Minister of POWER be pleased to state:

(a) whether the Government of Himachal Pradesh has formulated a plan to lift water from Bhakra Beas Management Board (B.B.M.B.) in order to supply potable water to the displaced people of the dam in Himachal Pradesh;

(b) if so, whether the B.B.M.B. has not permitted the lifting of water;

(c) whether the Government propose to permit the lifting of water from the dam in order to supply potable water of oustees of the Bhakra Dam;

(d) if so, the time frame thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF POWER (SHRI P.M. SAYEED):

(a) A Lift-Water Supply scheme was formulated by Himachal Pradesh Government to provide potable water to 6 number of villages around Bhakra. BBMB in the year 1974 had approved the proposal of Himachal Pradesh Government for bearing the proportionate share of expenditure. The scheme has been completed.

(b) Whenever BBMB has received any request from Himachal Pradesh Government for lifting water, it has been considered and allowed. In addition to supply of potable water to 6 number of villages around Bhakra as above, BBMB has allowed lifting of 38.8 cusecs of water from Gobind Sagar (Bhakra Reservoir) and 19.64 cusecs of water from Nangal Pond.

(c) to (e) No request from H.P. Government is pending with BBMB to lift the water from Gobind Sagar Reservoir to supply potable water to the oustees of the Bhakra Dam.

Education for All

894. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the World Bank has signed an agreement with India for providing assistance of \$ 500 million for the Sarva Shiksha Abhiyan project;

(b) if so, the name of States where it is to be spent during 2004-05 and amount proposed to be given to each State;

(c) whether it is supported by grant from DFID and from European Commission; and

(d) if so, the extent to which the Central and State Governments are providing resources to implement this plan?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) to (d) Yes, Sir. The World Bank (WB), European Commission (EC) and Department of International Development (DFID) of United Kingdom have agreed to fund Sarva Shiksha Abhiyan as an ongoing programme. The total amount of funding committed is around 1 billion dollars (Rs. 4700 crores) of which 500 million dollars (around Rs. 2250 crores) is from WB, 180 million pounds (around Rs. 1550 crores) from DFID and 160 million Euros (around Rs. 900 crores) from EC against an estimated total investment of Rs. 15,746 crores during the period from 2003-04 to 2006-07. SSA is being implemented in all States/UTs except Goa. The fund sharing pattern between the Centre and the State for S.S.A. is in the ratio of 75:25 for the X Plan period.

[Translation]

Vacant Posts in KVs and NVs

895. SHRI BACHI SINGH RAWAT 'BACHDA': Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of vacancies of administrative and technical officers along with employees and teachers in Kendriya Vidyalayas, Jawahar Navodaya Vidyalayas and Government run technical institutes of Uttaranchal; and

(b) the time by which these appointments are likely to be made?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) The details of the vacancies in KVS/NVS and other Government run technical institute in Uttaranchal are as here under.

Name of Institution	Vacancies in Teaching Staff	Vacancies in non-Teaching Staff	Vacancies in Technical Staff
KVS	151	24	—
NVS	27	25	—
IIT Roorkee	234	09	22

(b) Occurrence of vacancies is a continuous process and these are filled up by the process of recruitment against vacancies as per extant rules regulations by these organizations. In KVS and NVS temporary arrangements are made through adhoc/contractual appointments for a short term till vacancies can be filled up on regular basis.

Generation of Power Through Waste and Wind

896. SHRI RAMDAS BANDU ATHAWALE: Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the number of power projects set up in the country with Central assistance for power generation through waste and wind, State-wise;

(b) the quantum of power generated by these projects during the last three years separately, year-wise and State-wise;

(c) whether possibilities of power generation through waste and wind to being explored in the country particularly in Maharashtra;

(d) if so, the details thereof; and

(e) the quantum of assistance given by the Government to each State for the purpose during the last three years?

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI VILAS MUTTEMWAR): (a) The State-wise information on the number of power projects set up through urban and industrial waste and wind energy with the central financial assistance from the Ministry is given in the enclosed Statement-I.

(b) The information on the State-wise and year-wise quantum of power generated from these projects during the last three years viz. 2001-02, 2002-03 and 2003-04 is given in the enclosed Statement-II.

(c) and (d) Yes Sir. Potential for generating 45,000 MW from wind and 2,700 MW from urban and industrial wastes in the country has been estimated. In the State of Maharashtra; a potential for generation of 3650 MW from wind energy and 287 MW from urban waste has been estimated.

(e) The State-wise details of central financial assistance provided by the Ministry during last three years i.e. 2001-02, 2003-03 and 2003-04 for setting up of power projects based on urban and industrial waste including other activities related to the programme and those based on wind energy are given in the enclosed Statement-III.

Statement I

State-wise number of power projects set up in the country through urban and industrial waste and wind with central financial assistance

Sl.No.	State	Projects set up (No.)
1	2	3

(a) Urban & Industrial waste

1.	Andhra Pradesh	5
2.	Gujarat	2
3.	Karnataka	1
4.	Madhya Pradesh	1
5.	Maharashtra	1
6.	Uttar Pradesh	3
7.	Tamilnadu	1

(b) Wind Energy

1.	Andhra Pradesh	3
2.	Gujarat	7

1	2	3
3.	Karnataka	2
4.	Kerala	2
5.	Madhya Pradesh	1
6.	Maharashtra	5
7.	Rajasthan	3
8.	Tamilnadu	8
9.	West Bengal	2

Note: Besides above, commercial wind power projects have been set up in these States without central financial assistance.

Statement II

State-wise and year-wise quantum of power generated from power projects set up through urban and industrial waste and wind with central financial assistance

(In million units of electricity/kwh)

Sl.No.	State	2001-02	2002-03	2003-04
1	2	3	4	5
(a) Urban & Industrial waste				
1.	Andhra Pradesh	19.20	17.06	44.96
2.	Gujarat	12.39	12.32	11.69
3.	Karnataka	0.86	1.43	1.38
4.	Madhya Pradesh	8.17	9.72	—
5.	Maharashtra	2.51	2.65	2.20
6.	Uttar Pradesh	4.86	13.14	16.78
7.	Tamil Nadu	—	—	0.10
(b) Wind Energy				
1.	Andhra Pradesh	5.16	4.04	4.45
2.	Gujarat	25.50*	25.50*	25.50*
3.	Karnataka	5.33	10.98	17.52
4.	Kerala	2.58	2.35	2.43
5.	Madhya Pradesh	0.88*	0.88*	0.88*

1	2	3	4	5
6.	Maharashtra	12.38*	12.38*	12.38*
7.	Rajasthan	8.28	9.60	9.70
8.	Tamilnadu	178.99	194.56	243.46
9.	West Bengal	0.08	0.20	0.20

*Estimated based on capacity utilization of 17%.

Note: This excludes electricity generation from commercial wind power projects set up in these States.

Statement III

Details of central financial assistance provided by MNES to various States during last three years (2001-02, 2002-03 & 2003-04) for setting up of power projects through urban & industrial waste and wind energy

(Rs. in lakhs)

Sl.No.	State	Central Financial Assistance
(a) Urban & Industrial waste		
1.	Andhra Pradesh	251.13
2.	Gujarat	25.09
3.	Maharashtra	73.95
4.	Uttar Pradesh	1579.77
5.	Tamil Nadu	136.90
(b) Wind Energy		
1.	Andhra Pradesh	297.00
2.	Karnataka	840.00
3.	Maharashtra	384.00
4.	West Bengal	327.46

[English]

Leaking out of Text Papers

897. SHRI GURUDAS KAMAT:
SHRI PANKAJ CHOWDHARY:

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

(a) the total number of examinations/entrance tests for which papers were leaked during the last two years and till date;

(b) whether any such case have been solved by the Government so far;

(c) if so, the details thereof alongwith the number of persons apprehended;

(d) if not, the reasons therefor and the time by which the remaining cases are likely to be solved; and

(e) the steps taken by the Government to prevent such happenings in the future?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) to (e) The Question paper for All India Pre-Medical/Pre-Dental Entrance (Preliminary) Examination, 2004 conducted by CBSE and scheduled for 11.4.2004 was leaked out. The Question paper was leaked by a Computer Assistant working in the office of the Controller of Examinations of CBSE, who was engaged for typing the question paper. The Computer Assistant concerned has been placed under suspension by CBSE.

Delhi Police registered a case in this matter and has made detailed investigations. They arrested six culprits including allegedly the kingpin, and the chargesheet has been filed by the Delhi Police. There was also alleged leakage of question papers of 2003 examinations. CBI has filed a chargesheet in this case also against five accused. A High Level Committee under the Chairmanship of Dr. J. Veera Raghavan, Former Secretary, MHRD, Government of India has been set up by the CBSE to examine various procedures currently adopted by the CBSE with a purpose to identify the loopholes in the system of examinations. It will also suggest necessary measures for strengthening the system of eliminate any possibility of leakage of question papers.

In an another case, the Question paper for Common Admission Test (CAT)—2003 scheduled for 23rd November, 2003 for admission to IIMs was leaked. CBI had busted a racket of leakage of question papers. Shri Arun Kumar, Kumar Suman Singh, Manoj Kumar and Hari Shankar Chaudhary in conspiracy among themselves and other unknown persons procured CAT question paper by theft or criminal breach of trust. A regular case has been registered by CBI. The Ministry has set up a Committee under the Chairmanship of Shri V.K. Shunglu, ex C&AG to examine the circumstances which led to

leakage of question paper and to see whether there was any systemic failure, to fix responsibility on those persons/agency responsible for the leakage and to examine the methodology of conduct of CAT examination and to suggest measures to avoid recurrence of such instances in future.

In the year 2003 & 2004, two papers each in BCA/MCA courses of Indira Gandhi National Open University (IGNOU) were leaked. FIR was lodged in these cases and also an Enquiry Committee constituted by the Board of Management. Four students and one employee of the examination centre were arrested. Proceedings for debaring the students from continuing with the programme further/or withholding result till there is a decision on the criminal case.

Power Generation from Sugarcane

898. SHRI B. VINOD KUMAR: Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the details of power generation capacity in megawatt from sugarcane waste in the country at present;

(b) whether the power generated from sugarcane waste is cheaper than hydro and thermal power;

(c) if so, the details thereof;

(d) whether the Government propose to direct the State Governments to set up projects in every sugar mill for having the non-conventional energy from the sugarcane waste; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (SHRI VILAS MUTTEMWAR): (a) A total surplus power capacity of 398 MW has been installed through 52 sugarcane bagasse based co-generation projects in seven States. A further surplus power capacity of 343 MW is under implementation.

(b) and (c) The cost of power generated from bagasse based co-generation projects depends upon their technical, financial and operating parameters. In general, the cost compares favourably with the cost of power generated from hydro-electric and thermal power projects.

(d) and (e) No, Sir, there is no such proposal.

Revival of IDPL

899. SHRI AJOY CHAKRABORTY:
SHRI M. SREENIVASULU REDDY:

Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) the number of units of IDPL has been closed, location-wise;

(b) whether the Government is contemplating to revive these units;

(c) if so, the details thereof, unit-wise; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI K. RAHMAN KHAN): (a) IDPL has three manufacturing units at Gurgaon, Rishikesh and Hyderabad and two wholly owned subsidiaries, namely, IDPL (Tamil Nadu) Ltd. and Bihar Drugs & Organic Chemicals Ltd. Muzaffarpur. So far, none of the units of IDPL has been declared as closed. However, there is no production activities in some of the units.

(b) to (d) At present there is no proposal under consideration of the Government to revive these units. BIFR in its hearing dated 4.12.2003 has passed winding up orders for IDPL and has referred the matter to the concerned High Court for winding up.

[Translation]

Allotment of Land to Nursing Homes in Delhi

900. SHRI ABDUL RASHID SHAHEEN:
SHRI RAM KRIPAL YADAV:

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Government had allotted land at concessional rates to Nursing Homes in Delhi;

(b) if so, the details thereof;

(c) the name of such Nursing Homes which are providing twenty five per cent beds to poor patients;

(d) the action taken by the Government against those nursing homes which are not providing twenty five per cent beds per year to poors; and

(e) the outcome of the action taken in this regard?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF URBAN DEVELOPMENT (SHRI GHULAM NABI AZAD): (a) and (b) Yes, Sir. Land had been allotted by Delhi Development Authority (DDA) and Land & Development Office (L&DO) to 23 Hospitals/ dispensaries on concessional rates with conditions of providing free treatment to poor, out of which 18 are functioning. Names of these 18 hospitals are given in the enclosed Statement.

(c) to (e) The following 11 hospitals out of the above mentioned 18 functioning hospitals were reported to be violating terms and conditions of allotment:

1. Amar Jyoti Ch. Trust, Karkardooma, Vikas Marg, Delhi.
2. Pushpawati Singhanian Research Institute for Renal & Digestive Diseases, New Delhi.
3. Dharamshila Cancer Hospital, Vasundhara Enclave, Delhi.
4. Escort Heart Institute Research Centre, Okhla Road, Delhi.
5. Jaipur Golden Hospital, Delhi.
6. Shanti Mukund Hospital, Vikas Marg, Delhi.
7. National Heart Institute, East of Kailash, New Delhi.
8. Rajiv Gandhi Cancer Society, Rohini, Delhi.
9. Bhagwati Hospital (Sarvodaya Foundation), Delhi.
10. Mai Kamli Wali Jan Kalyan Ch. Trust, Rajouri Garden, New Delhi.
11. Vidya Sagar Institute of Mental Health & Neurosciences (VIMHANS), Nehru Nagar, Delhi.

Show cause notices were issued to the said hospitals found to be violating terms and conditions of allotment. The replies submitted by ten hospitals, which were allotted land by DDA, have been sent to Directorate of Health, Government of National Capital Territory of Delhi for evaluation. As regards VIMHANS who were allotted land by Land & Development Office and found to be violating

terms & conditions of allotment, the allotment of land was cancelled against which they have submitted detailed representation for reconsideration of the matter.

Statement

1. Gujar Mal Modi Hospital, Saket, New Delhi.
2. Amar Jyoti Ch. Trust, Karkardooma, Vikas Marg, New Delhi.
3. Deepal Gupta Memorial Hospital, Vikas Marg, New Delhi.
4. Venu Eye Institute & Research Centre, Shekh Sarai, New Delhi.
5. Pushpawati Singhanian Research Institute for Renal & Digestive Diseases, New Delhi.
6. Dharamshila Cancer Hospital, Vasundhara Enclave, Delhi.
7. Escort Heart Institute Research Centre, Okhala Road, Delhi.
8. Jaipur Golden Hospital, Delhi.
9. Shanti Mukund Hospital, Vikas Marg, Delhi.
10. National Heart Institute, East of Kailash, New Delhi.
11. Indian spinal Injuries Centre, Vasant Kunj, New Delhi.
12. Saroj Hospital Ganesh Das Chawla Ch. Trust, Rohini, Delhi.
13. Rajiv Gandhi Cancer Society, Rohini, Delhi.
14. Veeranwali International Hospital, Chanakyapuri, New Delhi.
15. Kottakkal Arya Vaidya Sala, Karkardooma, Delhi.
16. Bhagwati Hospital (Sarvodaya foundation), Delhi.
17. Mai Kamli Wali Jan Kalyan Ch. Trust, Rajouri Garden, New Delhi.
18. Vidya Sagar Institute of Mental Health and Neurosciences (VIMHANS), Nehru Nagar, Delhi.

[English]

Drug Research Unit at Hyderabad

901. SHRI M. SREENIVASULU REDDY: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Hyderabad has been playing a vital role in the manufacturing of bulk drugs;

(b) whether there is no Research Unit to advise the young entrepreneurs to meet the international standards; and

(c) if so, the steps taken or proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI K. RAHMAN KHAN): (a) There are some units in Hyderabad manufacturing bulk drugs.

(b) No, Sir.

(c) Does not arise in view of reply to (b), as above.

Reorganisation Commission

902. SHRI RAVI PRAKASH VERMA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there is any proposal to set up second States Reorganisation Commission;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MANIKRAO HODLYA GAVIT): (a) The matter is under consideration of the Government.

(b) Details can be given after the final decision is taken.

(c) Intra State imbalances and peoples aspirations are complex issues and require consultations and consensus. No time limit can be set up for this purpose.

Setting up of Tribal Universities

903. SHRI PARSURAM MAJHI: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has a proposal to set up a Tribal University in the KBK districts of Orissa;

(b) if so, the place identified therefor; and

(c) the steps taken to allocate adequate funds for the establishment of that University?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) No, Sir.

(b) and (c) Do not arise.

Integrated Development of Delhi

904. SHRI GURUDAS KAMAT: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether there was a proposal of integrated development of Delhi with satellite townships;

(b) if so, the details thereof;

(c) whether it is a fact that the desired progress has not been made;

(d) if so, the reasons therefor; and

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

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF URBAN DEVELOPMENT (SHRI GHULAM NABI AZAD): (a) and (b) The National Capital Region Planning Board (NCRPB) has informed that no satellite town around Delhi have been identified. However, 6 Delhi Metropolitan Area Towns i.e. Ghaziabad-Loni and Noida in U.P. Sub-Region; Faridabad, Gurgaon, Bahadurgarh & Kundli in Haryana sub-region and 11 priority towns i.e. Meerut, Hapur, Bulandshahr & Khurja in UP Sub-region; Palwal, Rewari, Dharuhera, Rohtak & Panipat in Haryana Sub-region and Alwar & Bhiwadi in Rajasthan Sub-region of NCR have been identified for integrated development.

(c) to (e) The NCRPB has further intimated that through Regional Plan-2001 and its loan assistance programme it has made considerable progress in developing the region and its identified priority towns. So far the Board has created 1,10,786 residential, 7,829 industrial, 6,916 commercial and 317 institutional plots/sheds/flats through funding 181 projects which include 61 infrastructure projects pertaining to water supply, sewerage, roads, street lights, tunnels, bridges etc.

Though development is a continuous process, partial success is reflected in declining of the decennial growth of NCT of Delhi from 51.45% in 1991 to 46.31% in 2001.

National Nutrition Mission

905. SHRI KIRIP CHALIHA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government had set up a National Nutrition Mission (NNM) to provide subsidized foodgrains to the people living Below Poverty Line (BPL);

(b) if so, the details thereof alongwith targets fixed, if any;

(c) whether the Government has finalised any action plan in this regard; and

(d) if so, the details thereof, State-wise particularly for the State of Assam?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KANTI SINGH): (a) The National Nutrition Mission (NNM) has been set up vide Government notification dated 30th July, 2003. However, providing subsidized foodgrains to people Below Poverty Line does not fall within the purview of NNM.

(b) to (d) Does not arise.

New Directorate of Forensic Science

906. SHRI MADHUSUDAN REDDY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has created a new Directorate of Forensic Science;

(b) if so, the details thereof;

(c) whether it has since become functional to provide scientific aids to crime investigation;

(d) if so, the details thereof; and

(e) if not, the time by which it is likely to start work?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SHRIPRAKASH JAISWAL): (a) Yes, Sir.

(b) The Central Government has created the Directorate of Forensic Science at New Delhi vide Ministry of Home Affairs resolution dated 31.12.2002. The

Directorate became functional with effect from April 1st 2003 with a Director cum Chief Forensic Scientist as the head of the Department. The three Central Forensic Science Laboratories (CFSLS) at Kolkata, Chandigarh and Hyderabad and the three Government Examiners of Questioned Documents (GEQD) at Kolkata, Shimla and Hyderabad have been brought under the administrative control of the Directorate of Forensic Science (DFS).

(c) Yes, Sir.

(d) The Directorate of Forensic Science (DFS) provides Forensic analytical services in crime investigation through the three Central Forensic Laboratories and the three Government Examiners of Questioned Document to the Central Government Organizations. It also provides guidance to the State Governments in setting up/ Modernizing the forensic laboratories in the States including regional and mobile forensic units.

(e) Does not arise.

Justice Nanavati Commission

907. SHRI RAGHUNATH JHA: Will the Minister of URBAN DEVELOPMENT be pleased to refer to the reply given to Unstarred Question No. 2451 dated March 19, 2002 and state:

(a) whether the Justice Nanavati Commission of Inquiry had submitted its report;

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

(c) if not, the reasons therefor?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF URBAN DEVELOPMENT (SHRI GHULAM NABI AZAD): (a) and (b) No, Sir.

(c) The Commission is probing into the matter within the ambit of its terms of reference. The subject matter involves collection of information/evidence from various agencies/local bodies etc., which is time consuming. On the request of the Commission, the Government of NCT of Delhi has appointed a nodal officer for collecting and furnishing information required from the GNCTD and local bodies.

[*Translation*]

Women Involved in Crime

908. SHRI DALPAT SINGH PARSTE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the year-wise and State-wise details of women involved in various crimes viz. murder, kidnapping, narcotics trade, forgery, boot legging and drug pedalling with special reference to the incidents of crime in Delhi; and

(b) the steps being taken to contain the situation?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MANIKRAO HODLYA GAVIT):

(a) As per the data received from National Crime Records Bureau, crimes committed by women, year wise (2000-02) and State/Union Territory wise, compiled under major heads of crime, is given at the statement enclosed.

(b) 'Police' and 'Public Order' are State subjects as per the Seventh schedule to the Constitution of India. The detection, registration, investigation and prevention of crimes, including those in which the women are involved, is the responsibility of the State Governments. However, the Ministry of Home Affairs have issued guidelines to the State Governments, from time to time, to give more focused attention to improving the administration of the criminal justice system.

Statement

Sl.No.	State/UT	Murder			Kidnapping & Abduction			Cheating			Counterfeiting			NDPS Act			Prohibition Act		
		2000	2001	2002	2000	2001	2002	2000	2001	2002	2000	2001	2002	2000	2001	2002	2000	2001	2002
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
1.	Andhra Pradesh	433	253	368	126	170	156	124	130	205	3	11	6	86	32	33	265	398	140
2.	Arunachal Pradesh	10	4	2	7	2	0	1	1	0	0	0	1	1	3	3	0	0	0
3.	Assam	113	55	86	93	92	259	10	5	71	1	0	2	17	8	46	0	0	0
4.	Bihar	279	134	159	236	64	133	151	46	39	0	0	0	12	0	15	0	0	0

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
5.	Chhattisgarh	NA	87	142	NA	5	14	NA	13	10	NA	0	0	NA	26	25	NA	0	0
6.	Goa	5	0	5	0	1	0	9	7	11	0	0	0	0	0	0	0	0	0
7.	Gujarat	212	188	160	124	134	114	101	121	110	0	2	4	16	8	15	33835	36730	41790
8.	Haryana	77	102	117	20	32	28	58	18	49	0	0	2	33	37	48	0	0	0
9.	Himachal Pradesh	28	15	17	4	7	9	8	6	0	0	0	0	14	9	23	0	0	0
10.	Jammu & Kashmir	8	2	17	13	22	9	9	4	3	0	0	1	5	4	3	0	0	0
11.	Jharkhand	NA	239	50	NA	59	12	NA	22	14	NA	0	10	NA	0	3	NA	0	0
12.	Karnataka	278	237	305	33	44	36	61	72	108	2	2	11	10	15	12	0	0	0
13.	Kerala	57	52	46	3	4	3	100	157	131	1	1	5	26	38	26	319	310	354
14.	Madhya Pradesh	401	231	245	488	72	62	19	46	53	1	2	0	7	28	37	0	0	0
15.	Maharashtra	751	706	598	186	140	125	361	232	331	1	9	12	30	46	36	17300	16856	17323
16.	Manipur	2	0	6	2	3	7	3	1	0	1	6	2	25	19	18	0	0	0
17.	Meghalaya	3	8	8	2	2	11	0	1	0	0	0	0	3	4	0	0	0	0
18.	Mizoram	1	0	2	0	2	4	8	9	10	2	1	4	23	7	55	0	52	65
19.	Nagaland	1	0	2	0	0	1	2	3	0	0	0	0	40	40	22	6	0	22
20.	Orissa	140	122	227	10	19	9	8	7	15	0	0	0	14	6	8	0	0	0
21.	Punjab	108	95	121	73	94	92	245	252	293	9	2	0	167	217	321	0	0	0
22.	Rajasthan	223	197	182	109	76	92	78	90	110	0	4	0	26	26	26	0	0	0
23.	Sikkim	0	1	0	0	0	0	0	0	1	0	0	0	4	0	0	0	0	0
24.	Tamilnadu	247	266	262	86	71	72	35	44	48	2	1	3	538	592	735	59594	53061	56754
25.	Tripura	9	6	5	2	0	0	1	3	2	0	0	0	0	0	0	0	0	0
26.	Uttaranchal	NA	21	30	NA	8	13	NA	2	12	NA	0	0	NA	3	12	NA	0	0
27.	Uttar Pradesh	212	235	198	238	279	232	37	36	32	0	0	2	63	61	76	0	0	0
28.	West Bengal	116	115	178	106	71	218	4	8	13	0	0	0	44	38	96	0	0	0
	Total (States)	3714	3371	3538	1961	1473	1711	1433	1336	1671	23	41	65	1204	1267	1694	111319	107407	116448
29.	Andaman & Nicobar Islands	4	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
30.	Chandigarh	1	2	1	4	1	4	14	10	6	1	0	0	5	3	0	0	0	0

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
31.	Dadra and Nagar Haveli	2	0	0	0	0	0	0	3	1	0	0	0	0	1	0	0	0	0	
32.	Daman and Diu	1	1	2	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	
33.	Delhi	64	56	43	46	32	38	95	135	104	1	0	4	53	36	29	0	0	0	
34.	Lakshadweep	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
35.	Pondicherry	2	2	4	2	0	0	0	0	2	0	0	0	0	1	0	0	0	0	
Total (UTs)		74	63	51	53	33	42	110	148	115	2	0	4	58	41	29	0	0	0	
Total (All India)		3788	3434	3589	2014	1506	1753	1543	1404	1786	25	41	69	1262	1308	1723	1113	1910	7407	116448

[English]

Bifurcation of MCD

909. SHRI PRABHUNATH SINGH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether there is any proposal to bifurcate the Municipal Corporation of Delhi;

(b) if so, the details thereof; and

(c) the time by which the existing MCD is likely to be bifurcated?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY): (a) to (c) The Government of National Capital Territory of Delhi had appointed a Committee in September, 2000 to review the structure and working of the Municipal Corporation of Delhi. The said Committee is reported to have, inter alia, recommended splitting of the existing Corporation into four Municipal Corporations and two Municipal Councils. The Central Government has not, however, received any formal proposal in this regard from the Government of National Capital Territory of Delhi.

Conditions for Marking Plots Free Hold

910. SHRI ADHIR CHOWDHARY: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) the conditions for marking plots of over 1000 square meters free hold, which were given on lease by Delhi Improvement Trust;

(b) whether any guidelines have been issued to Municipal Corporation of Delhi for allowing partial reconstruction on such plots if bifurcated due to court orders within the overall ceiling of ground coverage and FAR;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF URBAN DEVELOPMENT (SHRI GHULAM NABI AZAD): (a) According to the scheme of conversion from leasehold system of land tenure to freehold, the Delhi Development Authority allows conversion of flats as well as plots irrespective of the size of flats/plots. The salient conditions of conversion are given as under:

1. The plot must have been constructed and completion certificate obtained.
2. Mortgaged properties must be accompanied with no objection certificate from all the mortgagees.
3. In case of any dispute between the original lessee/sub lessee and Power of Attorney holder, application for grant of freehold rights would be entertained only after the dispute is settled.
4. Scheme of conversion is optional.

(b) to (d) As per available records, no such instructions/guidelines have been issued.

Child and Women Welfare Schemes

911. SHRI K.S. RAO:
SHRI KAILASH MEGHWAL:

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

(a) whether the Government propose to set up a Committee to oversee the implementation of the schemes relating to child and women welfare;

(b) if so, the composition and terms of reference thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KANTI SINGH): (a) No, Sir.

(b) and (c) Do not arise.

National Power Transmission Network (GRID)

912. SHRI S.D. MANDLIK:
SHRI KIRTI VARDHAN SINGH:
SHRI AJAY MAKEN:
SHRI VIJOY KRISHNA:
SHRIMATI NIVEDITA MANE:

Will the Minister of POWER be pleased to state:

(a) whether the Government propose to set up a long distance inter-regional nation-wide power transmission network grid;

(b) if so, the details thereof;

(c) the estimated cost thereof;

(d) the time by which it is likely to be completed and made operational; and

(e) the benefits likely to be derived therefrom?

THE MINISTER OF POWER (SHRI P.M. SAYEED):

(a) and (b) A plan has been chalked out for development of a National Power Grid through integration of all the regional transmission systems in the country. The present inter-regional transmission capacity in the country is 8400 MW which is likely to increase to over 30000 MW by 2012. A list of the existing inter-regional transmission lines and those under construction/planned for completion by 2012 is at Statement enclosed.

(c) Power Grid Corporation of India Ltd. has envisaged to invest around Rs. 70,000 crore in the Central Sector in 10th and 11th Plan on intra-regional and inter-regional transmission lines for development of the National Power Grid.

(d) Integration of regional grids is a continuing process. In addition to the inter-regional transmission line which have been planned for completion upto 2012, more inter-regional and intra-regional links may be required depending upon the generation addition and power flow requirement.

(e) Integration of regional transmission systems would facilitate optimum utilization of unevenly distributed generation resources by transfer of power from surplus region to deficit region, resulting in optimization of generation capacity, improved system reliability and grid security.

Statement

Inter-Regional Transmission Lines—Existing

Name of System	Power Transfer Capacity (MW)	Remarks
1	2	3
ER-SR:		
Gazuwaka HVDC back to back M-I	500	
Balimela-Upper Sileru 220 kV S/C	150	Power transfer on radial basis
Talcher-Kolar HVDC Bipole	2000	

1	2	3
ER-SR total	2650	
ER-NR:		
Delhi-Sahupuri 220 kV S/C	100	Power transfer on radial basis
Sasaram HVDC back to back	500	
ER-NR total	600	
ER-WR:		
Rourkela-Raipur 400 kV D/C (without series compensation)	1000	
Budhipara-Korba 220kV D/C+S/C	450	Power transfer on radial basis
ER-WR total	1450	
ER-NER:		
Birpara-Salakati 220 kV D/C	200	
Malda-Bongaigaon 400 kV/DC	1000	
ER-MER total	1200	
NR-WR:		
Vindhyachal HVDC back to back	500	
Auria-Malanpur 220 kV D/C	200	Power transfer on radial basis
Kota-Ujjain 220 kV D/C	200	Power transfer on radial basis
NR-WR total	900	
WR-SR		
Chandrapur HVDC back to back	1000	
Barsur-L Sileru 200 kV HVDC mono pole	200	Power transfer on radial basis
Kolhapur-Belgaum 220 kV D/C	200	Power transfer on radial basis
Ponda-Nagajhari 220 kV D/C	200	Power transfer on radial basis
WR-SR total	1600	
Total All-India (Existing)	8400	

Inter-Regional Transmission Line—Under construction

Name of System	Power Transfer Capacity (MW)
1	2
ER-SR:	
Gazuwaka HVDC back to back M-II	500
ER-SR total	500

1	2
ER-NR:	
Muzaffarpur-Gorakhpur 400 kV D/C (Quad Moose) with series compensation	1800
ER-NR Total	1800
Total All India	2300

Inter-Regional Transmission Line-Planned/Proposed (for benefit upto 2012)

ER-NR	
Barh-Balla 400 kV D/C (Quad Moose)	1200
Patna-Balla 400 kV D/C (Quad Moose)	1200
N. Karanpura-Balla 765 kV S/C line-1*	2300
N. Karanpura-Balla 765 kV S/C line-2*	2300
ER-NR total	7000
ER-WR:	
Dynamic series compensation on Rourkela-Raipur 400 kV D/C	400
Ranchi-Sipat 400 KV D/C with fixed series compensation	1000
Rourkela-Raipur 400 kV D/C line-2 with fixed SC & TCSC	1400
N. Karanpura-Sipat 765 kV S/C line-1*	2300
N. Karanpura-Sipat 765 kV S/C line-2*	2300
ER-WR total	7400
NR-WR:	
Agra-Gwalior 765 kV S/C line-1400 kV operation	1100
Agra-Gwalior 765 kV S/C line-2 400 kV operation	1100
765 kV operation of Agra-Gwalior 765 kV S/C line-1	1200
765 kV operation of Agra-Gwalior 765 kV S/C line-2	1200
Kaonkroll-Zerda 400 kV D/C	1000
RAPP-Nagda 400 kV D/C	1000
NR-WR total	6600
WR-SR:	
Parli-Raichur 400 kV D/C Quad line-1 with FACTS*	1400

1	2
Parli-Raichur 400 KV D/C Quad line-2 with FACTS*	1400
WR-SR total	2800
Total All India	23800

*Tentative

Recruitment of Teachers in Colleges and Universities

913. SHRI PRABODH PANDA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has worked out a perspective plan for recruitment of teachers in colleges and universities in the country;

(b) if so, the details thereof;

(c) whether the Government has received any memorandum from universities and higher educational institutions in this regard;

(d) if so, the details thereof; and

(e) the decision taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) No, sir.

(b) to (e) Do not arise.

*[Translation]***Spying**

914. SHRI NIKHIL KUMAR CHOUDHARY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of the Pak Nationals and other foreigners arrested for their involvement in spying in various parts of the country during each of the last three years and till date, State-wise;

(b) whether the Government has taken any action against them; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SHRIPRAKASH JAISWAL): (a) Since January 2001, 30 Foreign Nationals (Pak 23, Nepal 4 and Bangladeshi 3) have been arrested for their involvement in spying. The State-wise details are as under:

Year	Name of the State & No. of Foreign Nationals arrested
2001	Rajasthan (Pak-3)
	Punjab (Pak-1)
	Uttar Pradesh (Pak-1 & Nepal-2)
2002	West Bengal (Pak-1)
	Rajasthan (Pak-2, Nepal-1 & Bangladeshi-1)
	Andhra Pradesh (Pak-1)
	Uttar Pradesh (Pak-3)
	Haryana (Pak-1)
2003	Punjab (Pak-1)
	Gujarat (Pak-1 & Nepal-1)
	Haryana (Pak-1)
	Sikkim (Bangladeshi-1)
2004 (upto	Uttar Pradesh (Pak-2)
30.6.2004)	Rajasthan (Pak-3)
	Andhra Pradesh (Pak-1)
	West Bengal (Bangladeshi-1)
	Madhya Pradesh (Pak-1)

(b) and (c) The arrested persons are tried under the provisions of the Official Secrets Act, 1923.

*[English]***Export of Steel and Iron**

915. SHRI TATHAGATA SATPATHY:
SHRI RAJNARAYAN BUDHOLIYA:
SHRI HARISHCHANDRA CHAVAN:
SHRI SUSHIL KUMAR MODI:
SHRI SUBHASH SURESHCHANDRA
DESHMUKH:

Will the Minister of STEEL be pleased to state:

(a) the quantum of iron and steel exported from the country during each of the last three years along with names of the countries;

(b) whether export of iron and steel has increased due to growth in steel industry during the current year;

(c) if so, the details thereof;

(d) the amount of foreign exchange earned on this account during the said period;

(e) whether the Government has announced restructuring package for SAIL;

(f) if so, the details thereof and the amount released by the Government therefor so far; and

(g) the new strategies made to further improve the performance of the iron and steel companies?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN): (a) The country-wise details of steel export during the last three years is given in the Statement enclosed.

(b) No, Sir.

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

(d) The country-wise value of exports of iron and steel for the last three years is given in the said Statement.

(e) Government of India approved the Financial and Business restructuring proposal of SAIL in February 2000 and a MoU was signed in March 2000, by Steel Authority of India Ltd. (SAIL) with Government of India for a time-bound implementation of the plan.

(f) The details of the Financial and Business Restructuring plan and amount released are as under:

Financial Restructuring

The measures in Financial restructuring comprised of:

- Waiver of loans advanced to SAIL from Steel Development Fund (SDF) to the tune of about Rs. 5073 crore.
- Waiver of loan advanced to SAIL from Government of India to the tune of about Rs. 381 crore.
- Government guarantee to raise loan of Rs. 1500 crore to finance Voluntary Retirement Scheme (VRS).
- Government guarantee to raise loan of Rs. 1500 crore to fulfil repayment obligation.

As a part of financial restructuring, waiver of loans advanced from Steel Development Fund (SDF) and from Government of India totalling Rs. 5454 crore, were adjusted as—(a) Rs. 3001 crore towards write down of fixed asset value relating to capitalisation of interest on modernisation schemes which were primarily funded out of borrowings; (b) Rs. 2453 crore write off of loans/ advances relating to IISCO operations. Necessary asset adjustments based on waiver of loans have been completed in financial year 2000. There was no cash infusion by the Government of India, as part of the Financial Restructuring of SAIL.

Against the Government guarantee to raise loan of Rs. 1500 crore to fulfil repayment obligation, Rs. 1000 crore have so far been raised with Government of India guarantee for funding the Voluntary Retirement Scheme in 2001-2002, 2002-2003 and 2003-2004.

Business Restructuring

The Business Restructuring plan, inter-alia, consisted of the following:

- Restructuring of non-core assets
- Rightsizing of manpower
- Cost reduction by operational improvement
- Marketing initiatives

- Prioritisation of capital expenditure
- Purchase cost reduction
- Disposal of idle assets

SAIL has implemented most of the above measures.

(g) In a liberalised environment the Government acts as a facilitator and operational decisions are taken at the plant level. However, domestic steel producers have taken steps to control rise in production costs, which include continuous modernization/upgradation schemes, technological enhancements, efficient raw material utilization, better marketing practices and review of manpower situation.

Statement

Country-wise Export of Iron & Steel During 2001-2004 (upto Feb'04)

(Quantity in tonne & value in Rs. Lakh)

Country	Total Steel					
	2001-02		2002-03		Apr'03-Feb'04	
	Qty.	Value	Qty.	Value	Qty.	Value
1	2	3	4	5	6	7
Australia	0	0	6346	1701	25496	5680
Baharain IS	0	0	5842	1382	5877	1245
Bangladesh	116484	14692	188691	32355	175562	28434
Belgium	27479	4642	50403	9293	46860	9643
Bhutan	0	0	13889	2610	22166	4570
Botswana	0	0	12118	1865	0	0
Canada	0	0	7190	3011	12727	6168
Chinese Taipei	64038	6698	92244	30340	0	0
China PRP	33932	5195	1104798	239417	1033574	248028
Congo P REP	0	0	5858	1542	0	0
Djibouti	0	0	0	0	51464	12239
Ethiopia	95689	21517	50199	11817	31302	8283
France	0	0	5524	1375	0	0
German F REP	18672	7485	12640	7108	20976	11179
Ghana	10666	3286	9889	3090	21086	6968
Greece	26912	3762	19191	3420	11459	3136

1	2	3	4	5	6	7
Hong Kong	51581	12671	69632	24700	48438	19108
Indonesia	151315	12050	232498	26163	178293	31616
Iran	131624	18368	63816	15678	251153	46491
Iraq	20882	3472	0	0	0	0
Italy	111900	18036	149938	25223	195960	37128
Japan	59599	5551	28334	3737	41582	5372
Jordan	0	0	5690	1396	0	0
Kenya	30632	5520	29737	5626	23825	5089
Korea DP RP	0	0	5269	3563	0	0
Korea RP	92952	10270	66935	8335	197935	28136
Kuwait	0	0	15385	2964	18984	3836
Madagascar	0	0	0	0	11703	3620
Malaysia	127755	8125	130805	12282	179644	19898
Mauritius	0	0	12894	2318	7210	1362
Myanmar	63545	8173	65150	8102	59940	10240
Mexico	15066	2883	0	0	0	0
Nepal	16314	2941	116450	16462	171913	28680
Netherland	0	0	14014	2186	0	0
Nigeria	53956	13271	47884	11097	30772	7700
Oman	0	0	6757	1372	9053	2056
Pakistan	0	0	15211	3275	0	0
Peru	8406	1888	6384	1499	0	0
Philippines	0	0	69253	8628	105408	9804
Puerto Rica	0	0	0	0	15051	2014
Saudi Arab	49097	7637	83772	12817	60123	8695
Singapore	14276	2465	34303	6639	47270	10198
South Africa	29889	6973	16476	3679	70099	15751

1	2	3	4	5	6	7
Spain	92081	11540	83966	11764	34577	5946
Sri Lanka	101695	15077	123138	18241	190486	37438
Sudan	7716	1906	13573	2892	6974	1798
Sweden	21326	2091	0	0	0	0
Tanzania Rep	17312	2825	15550	3158	10722	2369
Thailand	202632	23730	191230	18949	264470	45211
Taiwan	0	0	0	0	97837	26085
Trinidad	0	0	27648	1666	0	0
Turkey	11680	2355	0	0	10773	3234
Uganda	8783	1785	0	0	5188	1445
United Arab Emrts	149126	27850	184143	42670	200839	47939
United Kingdom	14202	2444	0	0	11181	3663
United States of America	170607	56830	960261	137567	190589	56163
Vietnam Soc Rep	8472	3644	69761	12912	56964	16360
Yemen Republic	13994	2552	7937	1557	9820	2336
Others	198372	64069	166100	60966	202909	81504
Total	2440659	426269	4714636	870409	4476234	973858

New Courses at Graduate Level

916. DR. COL. (RETD.) DHANI RAM SHANDIL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the UGC has, in principle, approved new courses at the graduate level in universities;

(b) if so, the details thereof;

(c) whether a high level meeting of the UGC was held recently to approve such courses;

(d) if so, the details thereof;

(e) whether any funding is likely to be provided by UGC to encourage universities to adopt such courses; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) Yes, Sir.

(b) Details of such courses are given in the Statement enclosed.

(c) and (d) University Grants Commission has appointed subject-wise Expert Committees to consider the proposals received from various universities/colleges for induction of proposed innovative courses for UGC assistance under the scheme of "Teaching and Research in Interdisciplinary and Emerging Areas."

(e) and (f) The UGC provides financial assistance on 100% basis for starting innovative courses in

interdisciplinary and emerging areas. The funds may be provided for most essential and critical requirements of laboratory equipment, contingency, staff etc. The limit of

the financial assistance will be Rs. 50.00 lakhs for non-recurring, the recurring items plus staff (for courses only) on actual basis.

Statement

University Grants Commission

List of Degree Courses approved during 10th Plan under Innovative Programme

Sl.No.	Name of the eligible department/University	Course approved
1	2	3
1.	Sophia College for Women, Mumbai	Master's in Neuro Science
2.	Banaras Hindu University, Varanasi	M.Sc. in Health Statistics
3.	Tezpur University, Nappam	M. Tech. in Bio-electronics
4.	Karnataka University, Dharwad	M.A. (Music & Gharana Sangeet)
5.	University of Rajasthan, Jaipur	M.Com. Cost Control and Accounts
6.	University of Kashmir, Hazaratbal (Srinagar)	Master of Finance & Control
7.	Madras University, Chennai	M.Sc.—Actuarial Science
8.	Mother Teresa Women's University, Kottiyam	Post Graduate Entrepreneurship Development
9.	Bharathidasan University, Tiruchirappalli	M.Sc. in Geoinformatics
10.	M.G. Chitrakoot Gramodaya Vish., Chitrakoot	M.Sc. Remote Sensing & GIS for Natural Resources Management
11.	The American College, Madurai	Population ageing: An integrated action—Research Project for Teaching, Training & Curriculum Development
12.	Govt. College, Dept. of Geography, Kumbakona	Master of Science Degree in Spatial Information Tech. for Disaster Management
13.	S.L. DAV College of Education, Ambala	M.Ed. (Integrated)—Teacher Education
14.	Rashtriya Sanskrit Vidyapeeth, Tirupati	Master's course in Shabdabodha Systems & Computational Linguistics
15.	Osmania University, Osmania	M.Sc. in Bio-informatics
16.	Jadavpur University, Kolkata	M.E.—Automobile Engineering
17.	Osmania University College for Women, Osmania	M.Sc. in Bio-informatics
18.	Ch. Charan Singh University, Meerut	M.Sc. in Toxicology
19.	Ramnarain Ruia College, Mumbai	M.Sc. in Bio-analytical Instrumentation

1	2	3
20.	Madras University, Chennai	Master' Degree-Photonics & Bio-Photonics
21.	GGDSD College, Chandigarh	M.Sc. in Bio-informatics
22.	Hans Raj Mahila Mahavidyalaya, Jalandhar	M.Sc. Bio-informatics
23.	Aligarh Muslim University, Aligarh	M.A. in Museology
24.	Pragyajyotish College, Guwahati	Master of Tourism Management
25.	Jiwaji University, Gwallor	Bachelor of Tourism Management
26.	Govt. Degree College, Baramula (Jammu & Kashmir)	3 years full time degree course in Mass Communication and Video Production
27.	Sri Venkateswara University, Tirupati	M.Sc. in Food Technology
28.	Kashmir University, Hazratbal, Srinagar	Master Degree in Clinical biochemistry
29.	Dimoria College, Khetri (Assam)	M.Sc. Eco restoration
30.	S. Kula Women's College, Nambol (Manipur)	Biotechnology in Food & Water Security at UG level
31.	Pertyar EVR College, Tiruchi	M.Sc. In Photonics
32.	Devi Ahilya Vishwavidyalaya, Indore	M.Sc. in Material Science

Law and Order Situation in Delhi

917. SHRI KAILASH MEGHWAL: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government is aware that law and order situation in Delhi has been deteriorating;

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

(c) the details of various crimes reported during each of the last three years; and

(d) the effective steps taken/being taken to contain the situation?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY): (a) and (b) No, Sir. In fact, the number of IPC related crimes reported in Delhi continued to register a declining trend during the last three years. The number of such crimes reported during 2001 in Delhi was 54,385 which decreased to 49,136 during 2002 and further to 47,852 during 2003. The number of IPC related crimes reported during the current year upto 30th June, 2004 was 23,785.

(c) The number of cases reported in Delhi under various crime heads during the last three years and during the current year upto the end of June are indicated in the statement enclosed.

(d) The steps taken to curb incidence of crime in Delhi include improvement in the beat system of patrolling; identification of police stations with high rate of crime and provision of additional manpower and motorcycle patrols to such Police Stations; rationalizing the timing for patrolling to maximize its effectiveness; and development of intelligence about the movement of desperate criminals. Delhi Police have also taken certain special measures to prevent crime against women and senior citizens. These include constitution of "security review committees" in prominent women colleges; setting up of a "Women Help Line" in the Police Control Room; constitution of a "Women Mobile Team" to attend to distress calls from women on round-the-clock basis; multi-tasking of PCR Vans; setting up of a "senior citizens security cell" at the Police Headquarters; renewed emphasis on verification of the antecedents of domestic servants; and closer interaction with the Residents Welfare Associations.

Statement

Crime Head	Years			
	2001	2002	2003	2004 (Upto 30th June, 2004)
A. Heinous Crimes				
Dacoity	52	48	28	8
Murder	549	535	485	240
Attempt to murder	509	441	407	235
Robbery	621	502	441	235
Riot	165	139	80	33
Rape	404	403	490	269
Kidnap for ransom	41	32	29	14
Total	2341	2100	1960	1034
B. Non-Heinous Crimes				
Hurt	2022	1851	1708	835
Burglary	3036	2358	1898	960
Theft	19283	16622	15544	9190
Other IPC	27703	26205	26742	11766
Total	52044	47036	45892	22751
Grand Total (A+B)	54385	49136	47852	23785

Implementation of ITDPs

918. SHRI ANANTA NAYAK: Will the Minister of TRIBAL AFFAIRS be pleased to state:

(a) the States where the Integrated Tribal Development Projects (ITDPs) are being implemented;

(b) whether any of these projects is being implemented in Orissa; and

(c) if so, the details thereof along with the allocation of funds made for each of these ITDPs during each of the last three years?

THE MINISTER OF TRIBAL AFFAIRS AND
MINISTER OF DEVELOPMENT OF NORTH EASTERN

REGION (SHRI P.R. KYNDIAH): (a) Integrated Tribal Development Project (ITDPs) are being implemented in the States of Assam, Jharkhand, Gujarat, Himachal Pradesh, Karnataka, Kerala, Madhya Pradesh, Chhattisgarh, Maharashtra, Manipur, Rajasthan, Sikkim, Tamil Nadu, Tripura, Uttar Pradesh, West Bengal and Union Territories of Andaman & Nicobar Islands and Daman & Diu. The Government of Andhra Pradesh and Orissa have opted for an Agency model under the Registration of Societies Act and ITDPs there are known as ITD Agencies (ITDAs).

(b) Yes, Sir.

(c) ITDP/ITDA wise allocation under Scheme of Special Central Assistance to Tribal Sub-Plan (SCA to TSP) has been started with effect from the year 2003-

04. A statement showing the names of ITDAs in Orissa and allocation of funds for each of these ITDAs during 2003-04 is enclosed. The amount released to the Government of Orissa for the Schemes implemented in ITDAs, MADA Pockets, Clusters, PTGs and Dispersed tribals under SCA to TSP during the last three years is as under:

Year	(Rs. in lakhs)
2001-02	6495.30
2002-03	6495.30
2003-04	6184.94

Statement

Sl.No.	Name of the ITDAs	Amount (Rs. in lakhs)
1.	Nilgiri	44.06
2.	Baripada	356.63
3.	Rairangpur	219.47
4.	Karanja	173.74
5.	Katipada	156.29
6.	Sundergarh	299.27
7.	Panposh	225.28
8.	Bonai	135.50
9.	Kuchinda	104.75
10.	Keonjhar	295.11
11.	Champua	127.19
12.	Parlakhemundi	162.11
13.	Phulbani	64.01
14.	Balliguda	170.42
15.	Th. Rampur	50.71
16.	Koraput	245.24
17.	Jeypur	186.21
18.	Malkangiri	204.50
19.	Nawarangpur	389.05
20.	Rayagada	170.42
21.	Gunupur	162.11
	Total	3942.07

Information and Communication Technology

919. SHRI SHIVAJI ADHALRAO PATIL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Union Government is aware that a large number of universities and colleges still have no information and communication technology facilities for teaching and training purposes;

(b) if so, whether the Government are providing some financial assistance as a supplement to various universities for this purpose;

(c) if so, the details thereof alongwith the assistance provided during the last three years, university-wise; and

(d) the steps proposed to be taken by the Government to make provision of information and communication technology facilities in all universities/colleges throughout the country?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) to (d) According to the information furnished by University Grants Commission (UGC), the Commission has assisted a large number of universities and colleges for providing information and communication technology facilities for teaching and training purposes. The UGC has also assisted various universities for establishment of Computer Centres. The details of assistance provided to eligible universities for this purpose is enclosed (Statement-I). Besides, a large number of colleges have been assisted for equipping them with the computer facilities.

The UGC has launched a scheme to interlink all the eligible universities in the country electronically under UGC-Infonet scheme. The UGC has provided financial assistance to 150 universities under UGC-Infonet scheme. The details of assistance for 2002-03 and 2003-04 is enclosed (Statement-II).

Statement-I**Details of Grant released towards Computer facilities during last three years—University-wise**

Sl.No.	State/Universities	2001-2002 (in Rs.)	2002-2003 (in Rs.)	2003-2004 (in Rs.)
1	2	3	4	5
Andhra Pradesh				
1.	Andhra University			
2.	Dr. B.R. Ambedkar Open University			
3.	Hyderabad University	7,00,000/-	—	15,00,000/-
4.	Jawaharlal Nehru Technological University	8,88,800/-	—	—
5.	Kakatiya University	7,00,000/-	—	—
6.	Nagarjuna University	—	—	—
7.	Osmania University	23,224/-	—	—
8.	Sri Krishnadevaraya University	7,00,000/-	—	—
9.	Sri Padmavathy Mahila Vishwavidyalaya	—	1,36,142/-	—
10.	Sri Venkateshwara University	7,23,050/-	—	—
11.	Central Instt. of English & Foreign Languages	—	—	—
12.	Rashtriya Sanskrit Vidyapith	—	—	—
13.	Sri Sathya Sai Institute of Higher Learning	—	—	—
Arunachal Pradesh				
14.	Arunachal University	14,40,000/-	—	—
Assam				
15.	Assam University	9,05,416/-	96,933/-	—
16.	Dibrugarh University	—	—	—
17.	Gauhati University	23,700/-	—	—
18.	Tezpur University	16,01,086/-	—	—
Biher				
19.	Tilak Manjhi Bhagalpur University			
20.	Babasaheb Bhimrao Ambedkar Bihar University			
21.	K.S. Darbhanga University			
22.	Magadh University			
23.	Patna University			

1	2	3	4	5
Chhattisgarh				
24.	Guru Ghasidas University			
25.	Indira Kala Sangeet Vishwavidyalaya	—	2,50,000/-	—
26.	Pandit Ravi Shankar Shukla University			
Goa				
27.	Goa University	25,000/-	15,00,000/-	—
Gujarat				
28.	Bhavnagar University	7,028/-	—	—
29.	Gujarat University	7,00,000/-	—	—
30.	Maharaja Sayajirao University, Vadodra	1,92,412/-	—	—
31.	North Gujarat University	8,71,796/-	—	—
32.	Sardar Patel University	7,00,000/-	—	—
33.	Saurashtra University			
34.	South Gujarat University			
35.	Gujarat Vidyapith	—	18,00,000/-	—
Haryana				
36.	Guru Jambheshwar University	7,00,000/-	—	—
37.	Kurukshetra University	11,99,750/-	—	—
38.	Maharishi Dayanand University	7,00,000/-	—	—
Himachal Pradesh				
39.	Himachal Pradesh University	25,000/-	—	—
Jammu & Kashmir				
40.	Jammu University	7,00,000/-	—	—
41.	Kashmir University	23,780/-	—	—
Jharkhand				
42.	Ranchi University	17,973/-	19,00,000/-	—
43.	Birla Instt. of Technology			
44.	Indian School of Mines			
Karnataka				
45.	Bangalore University	22,12,000/-	—	—
46.	Gulbarga University	3,00,000/-	—	—

1	2	3	4	5
47.	Karnataka University	2,60,000/-	60,000/-	—
48.	Kuvempu University	11,00,000/-	—	—
49.	Mangalore University	4,97,546/-	—	—
50.	Mysore University	—	3,00,000/-	—
Kerala				
51.	Calicut University			
52.	Cochin University of Science & Technology	7,00,000/-	—	—
53.	Kerala University	—	—	22,000/-
54.	Mahatma Gandhi University	7,00,000/-	—	—
Madhya Pradesh				
55.	Awadesh Pratap Singh University	—	—	15,00,000/-
56.	Barkatullah Vishwavidyalaya			
57.	Devi Ahilya Vishwavidyalaya	18,10,000/-	—	—
58.	Dr. Hari Singh Gour Vishwavidyalaya	7,09,600/-	—	3,00,000/-
59.	Jiwaji University			
60.	Mahatma Gandhi Gramoday Vishwavidyalaya	14,40,000/-	3,60,000/-	—
61.	Rani Durgavati Vishwavidyalaya	53,072/-	3,00,000/-	—
62.	Vikram University			
Maharashtra				
63.	Amravati University	5,800/-	8,00,000/-	—
64.	Bombay University	8,737/-	—	—
65.	U.D.C.T. Bombay University			
66.	Marathwada University			
67.	Nagpur University			
68.	North Maharashtra University	8,568/-	—	—
69.	Pune University			
70.	Smt. Nathibai Damodar Thakersey Women	—	—	—
71.	Shivaji University	2,40,000/-	—	—
72.	Swami Ramanand Teerath Marathwada University	22,30,000/-	—	—
73.	Tata Instt. of Social Sciences			

1	2	3	4	5
Manipur				
74.	Manipur University			
Meghalaya				
75.	North Eastern Hill University			
Orissa				
76.	Berhampur University			
77.	Sambalpur University	7,00,000/-	—	—
78.	Shri Jagannath Sanskrit	7,00,000/-	—	—
79.	Utkal University	7,00,000/-	1,99,696/-	—
Punjab				
80.	Guru Nanak Dev University	7,09,392/-	—	—
81.	Punjab University			
82.	Punjabi University	2,09,500/-	—	—
83.	Thapar Instt. of Engg. & Technology	13,20,000/-	—	—
Rajasthan				
84.	Jai Narayan Vyas University	25,000/-	—	—
85.	Mohan Lal Sukhadia University	—	1,20,000/-	—
86.	Rajasthan University	7,00,000/-	—	—
87.	Banasthali Vidyapith	21,50,000/-	3,47,808/-	9,60,000/-
88.	Birla Institute of Technology & Science			
89.	Jain Viswa Bharati Instt.			
90.	Rajasthan Vidyapith			
Tamil Nadu				
91.	Alagappa University	7,00,000/-	—	—
92.	Anna University			
93.	Bharathiar University			
94.	Annamalai University			
95.	Bharathi Dasan University	4,100/-	—	—
96.	Madras University	24,750/-	—	14,87,000/-
97.	Madurai Kamraj University			
98.	Manonmanian Sundmar University	9,80,000/-	—	—
99.	Mother Teresa Women's University			
100.	Tamil University			

1	2	3	4	5
101.	Gandhigram Rural Instt.	—	—	5,42,318/-
102.	Sri Avinashilingam Instt. for Home Sc. & Higher Edn. for Women	12,00,000/-	3,75,593/-	—
103.	Sri Ramchandra Nagar Medical College & Research Instt.	8,80,000/-	—	—
Tripura				
104.	Tripura University			
Uttar Pradesh				
105.	Dr. Bhimrao Ambedkar University, Agra	2,40,000/-	—	—
106.	Aligarh Muslim University	25,000/-	—	—
107.	Allahabad University			
108.	Banaras Hindu University	39,20,000/-	—	—
109.	Bundelkhand University	20,12,000/-	—	—
110.	Deen Dayal Upadhyay Gorakhpur University	31,000/-	—	—
111.	Chhatrapati Sahu Ji Maharaj University			
112.	Mahatma Gandhi Kashi Vidyapith			
113.	Lucknow University			
114.	Ch. Charan Singh University	24,80,000/-	—	6,20,000/-
115.	M.J.P. Rohilkhand University			
116.	Sampurnanand Sanskrit University	8,00,000/-	—	—
117.	Dayalbagh Educational Instt.	14,00,000/-	—	4,00,000/-
Uttaranchal				
118.	G.B. Pant University of Agriculture & Technology	4,00,000/-	—	—
119.	H.N. Bahuguna Vishwavidyalaya	85,281/-	6,60,222/-	—
120.	Kumaon University			
121.	Roorkee University	7,00,000/-	—	—
122.	Gurukul Kangri Vishwavidyalaya			
West Bengal				
123.	Burdwan University	—	—	1,41,194/-
124.	Calcutta University	—	99,415/-	—
125.	Jadavpur University	—	18,00,000/-	—
126.	Kalyani University			

1	2	3	4	5
127.	North Bengal University			
128.	Rabindra Bharati University			
129.	Vidya Sagar University	3,00,000/-	—	—
130.	Viswa Bharati University			
131.	Bengal Engg. College			
Delhi				
132.	Delhi University	2,61,222/-	—	—
133.	Jamia Millia Islamia	25,000/-	—	—
134.	Jawaharlal Nehru University	7,00,000/-	—	—
135.	Jamia Hamdard	33,00,000/-	13,00,000/-	—
Pondicherry				
136.	Pondicherry University			

Statement II*List of the Universities who were paid the financial assistance under UGC-Infonet Scheme*

(Rupees in lakhs)

Sl.No.	University Name	2001-2002	2002-2003	2003-2004
1	2	3	4	5
1.	Alagappa University, Karakudi	-	-	7.20
2.	Aligarh Muslim University, Aligarh	-	-	26.43
3.	Amravati University, Amravati	-	-	7.42
4.	Andhra University, Vishakhapatnam	-	25.26	-
5.	Anna University, Chennai	-	-	25.41
6.	Annamalai University, Annamalainagar	-	-	23.85
7.	Arunachal University, Itanagar	-	4.90	-
8.	Assam University, Silchar	-	25.26	-
9.	Avinashilingam I.H.S. & H.E.W., Coimbatore	-	-	7.42
10.	Awadhesh Pratap Singh University, Rewa	-	-	7.42
11.	Babasaheb Bhimrao Ambedkar University, Lucknow	-	-	12.63

1	2	3	4	5
12.	Babasaheb Bhimrao Ambedkar University, Muzaffarpur	-	-	7.42
13.	Banaras Hindu University, Varanasi	-	27.20	-
14.	Banasthali Vidyapith, Banasthali	-	-	26.43
15.	Bangalore University, Bangalore	-	-	15.68
16.	Barkatullah University, Bhopal	-	-	26.43
17.	Bengal Engineering College, Howrah	-	-	12.03
18.	Berhampur University, Berhampur	-	7.14	-
19.	Bharathiar University, Coimbatore	-	-	23.85
20.	Bharathidasan University, Tiruchirappalli	-	-	26.43
21.	Bharati Vidyapeeth, Pune	-	-	15.68
22.	Bhavnagar University, Bhavnagar	-	-	7.42
23.	Birla Inst. of Technology & Science, Pilani	-	25.26	-
24.	Birla Inst. of Technology, Ranchi	-	25.26	-
25.	Bundelkhand University, Jhansi	-	-	7.42
26.	Burdwan University, Burdwan	-	-	7.42
27.	Central Institute of English & Foreign Languages, Hyderabad	-	-	92.63
28.	Central Inst. of Higher Tibetan Studies, Varanasi	-	-	26.43
29.	Chaudhary Charan Singh University, Meerut	-	-	12.63
30.	Chhatrapati Sahuji Maharaj University, Kanpur	-	9.42	-
31.	Cochin University of Science & Tech., Cochin	-	25.26	-
32.	Dayalbagh Education Institute, Agra	-	-	7.20
33.	Deccan College Post G&R Inst., Pune	-	-	15.68
34.	Deendayal Upadhyaya University, Gorakhpur	-	4.82	-
35.	Delhi University, New Delhi	-	-	25.41
36.	Devi Ahilya Vishwavidyalaya, Indore	-	12.82	6.94
37.	Dibrugarh University, Dibrugarh	-	-	5.30
38.	Dr. Babasaheb A.M. University, Aurangabad	-	-	26.43
39.	Dr. Bhim Rao Ambedkar University, Agra	-	-	18.68
40.	Dr. Harisingh Gour Vishwavidyalay, Sagar	-	-	7.20

1	2	3	4	5
41.	Dr. Ram Manohar Lohia Avadh University, Faizabad	-	-	7.42
42.	Gandhigram Rural Inst., Gandhigram	-	7.14	-
43.	Goa University, Goa	-	25.26	-
44.	Gokhale Inst. of Polittics & Economics, Pune	-	9.42	-
45.	Gujarat University, Ahmedabad	-	-	26.43
46.	Gujarat Vidyapith, Ahmedabad	-	7.14	-
47.	Gulbarga University	-	25.26	-
48.	Guru Ghasidas University, Bilaspur	-	-	7.20
49.	Guru Jambeshwar University, Hissar	-	-	5.30
50.	Guru Nanak Dev University, Amritsar	-	14.55	-
51.	Gurukul Kangri Vishwavidyalaya, Haridwar	-	7.14	-
52.	Guwahati University, Guwahati	-	12.82	-
53.	Hemwati Nandan Bahuguna University, Garhwal	-	-	26.43
54.	Himachal Pradesh University, Shimla	-	25.26	-
55.	Indira Kala Sangeet Vishwavidyalaya, Khalragarh	-	-	5.96
56.	Guru Gobind Singh Indraprastha University	-	-	19.41
57.	Jadavpur University, Kolkata	-	24.02	-
58.	Jai Narain Yvas University, Jodhpur	-	-	23.85
59.	Jain Vishwa Bharati Inst., Ladnun	-	-	7.42
60.	Jamia Hamdard University, New Delhi	-	24.02	15.36
61.	Jamia Milia Islamia University, New Delhi	-	24.02	-
62.	Jawaharlal Nehru Technological University, Hyderabad	-	12.82	-
63.	Jiwaji University, Gwalior	-	5.79	-
64.	Jawaharlal Nehru University, New Delhi	-	-	25.41
65.	Kakatiya University, Warangal	-	7.14	-
66.	Kalyani University, Kalyani	-	-	9.63
67.	Kameshwar A.S. Darbhanga Sanskrit University, Darbhanga	-	-	5.96
68.	Kannada University, Kamalपुरa	-	7.14	-
69.	Karnataka University	-	-	26.43

1	2	3	4	5
70.	Kumaun University, Nainital	-	-	7.42
71.	Kurukshetra University, Kurukshetra	-	-	26.43
72.	Kuvempu University, Shankaraghatta	-	7.14	-
73.	Lalit Narayan Mithila University, Darbhanga	-	-	7.20
74.	Madurai Kamraj University, Madurai	-	-	26.43
75.	Magadh University, BodhGaya	-	-	7.20
76.	Maharaja Sayajirao University of Baroda	-	25.26	-
77.	Maharshi Dayanand Saraswati University Ajmer	-	-	7.20
78.	Maharshi Dayanand University, Rohtak	-	-	24.18
79.	Mahatma Gandhi Antarrashtriya Hindi Vishwavidyalaya, Wardha	-	-	7.20
80.	Mahatma Gandhi Gramoodya Vishwavidyalaya, Chitrakoot	-	5.79	-
81.	Mahatma Gandhi Kashi Vidyapeeth, Varanasi	-	-	25.20
82.	Mahatma Gandhi University, Kottayam	-	25.26	-
83.	Mangalore University, Mangalore	-	25.26	-
84.	Manipur University, Canchipur, Imphal	-	-	5.30
85.	Manonmaniam Sundaranar University, Tirunelveli	-	7.14	-
86.	Maulana Azad National Urdu University, Hyderabad	-	-	9.63
87.	Mizoram University, Aizawl	-	-	7.42
88.	MJP Rohilkhand University, Bareilly	-	-	7.20
89.	Mohan Lal Sukhaina University, Udaipur	-	25.26	-
90.	Mother Teresa Womens University, Kodaikanal	-	7.14	-
91.	Nagaland University, Kohima	-	-	7.42
92.	Nagarjuna University, Guntur	-	25.26	-
93.	Nagpur University, Nagpur	-	25.26	-
94.	National Law School of India University, Bangalore	-	-	9.63
95.	North Eastern Hill University	-	14.55	-
96.	Hemchandracharya North Gujarat University	-	25.26	-
97.	North Maharashtra University, Jalgaon	-	25.26	-
98.	Osmania University, Hyderabad	-	24.02	-

1	2	3	4	5
99.	Patna University, Patna	-	-	7.20
100.	Pondicherry University, Pondicherry	-	-	7.42
101.	Potti Sreeramulu Telugu University, Hyderabad	-	9.42	-
102.	Pt. Ravishankar Shukla University, Raipur	-	25.26	-
103.	Punjab University, Chandigarh	-	32.02	-
104.	Punjabi University, Patiala	-	-	7.42
105.	V B S Purvanchal University, Jaunpur	-	-	6.14
106.	Rabindra Bharati University, Calcutta	-	-	15.68
107.	Rajasthan Vidyapith, Udaipur	-	-	7.20
108.	Ranchi University, Ranchi	-	-	23.85
109.	Rani Durgavati Vishwavidyalaya, Jabalpur	-	7.14	-
110.	Rashtriya Sanskrit Vidyapeeth, Tirupati	-	7.14	3.17
111.	Sambalpur University, Sambalpur	-	-	7.42
112.	Sampurnanand Sanskrit Vishwavidhyalaya, Varanasi	-	-	25.20
113.	Sardar Patel University	-	25.26	-
114.	Saurashtra University, Rajkot	-	25.26	-
115.	Shivaji University, Kolhapur	-	-	26.43
116.	Shree Venkateshwara University, Tirupati	-	-	26.43
117.	Shri Lal Bahadur Shastri Rashtriya Sanskrit Vidyapeeth	-	-	9.63
118.	Rani Padmavati Mahila Vishwavidyalaya, Tirupati	-	7.14	-
119.	SNDT University, Mumbai	-	-	19.41
120.	South Gujarat University, Surat	-	-	15.72
121.	Sri Chandresokharendra S. Viswa Mahavidyalaya, Kancheepuram	-	-	5.98
122.	Sri Jagannath Sanskrit Visvavidyalaya, Puri	-	-	7.20
123.	Sri Krishnadevaraya University, Anantapur	-	-	7.20
124.	Sri Satya Sai Inst. of Higher Learning, Prasanthinilayam	-	-	5.98
125.	Swami Raman & Teerth Marathwada University, Nanded	-	25.26	-

1	2	3	4	5
126.	Tamil University, Thanjavur	-	-	7.42
127.	Tata Inst. of Social Science, Mumbai	-	24.22	-
128.	Tezpur University, Tezpur	-	4.90	-
129.	Thapar Inst. of Engg. & Tech., Patiala	-	25.26	-
130.	Tilak Maharashtra Vidyapeeth, Pune	-	-	9.63
131.	Tilka Manjhi Bhagalpur University, Bhagalpur	-	7.14	-
132.	Tripura University, Agartala	-	-	5.30
133.	University of Allahabad, Allahabad	-	32.02	-
134.	University of Calcutta, Calcutta	-	24.02	-
135.	University of Calicut, Kozhikode	-	25.26	-
136.	University of Hyderabad, Hyderabad	-	-	20.58
137.	University of Jammu, Jammu	-	25.26	-
138.	University of Kashmir	-	25.26	-
139.	University of Kerala, Thiruvananthapuram	-	-	26.43
140.	University of Lucknow	-	-	33.41
141.	University of Madras, Chennai	-	24.02	-
142.	University of Mumbai, Mumbai	-	-	25.41
143.	University of Mysore, Mysore	-	-	26.43
144.	University of North Bengal	-	25.26	-
145.	University of Pune, Pune	-	-	25.41
146.	University of Rajasthan	-	-	33.41
147.	Utkal University, Bhubaneshwar	-	-	19.41
148.	Vidyasagar University, Midnapore	-	9.42	-
149.	Vikram University, Ujjain	-	-	23.85
150.	Vishvabharati	-	-	26.43

Note: No grant was released to the above universities for the year 2001-2002 as the scheme was launched during 2002-03.

Development of Rourkela Steel Plant

920. SHRI B. MAHTAB: Will the Minister of STEEL be pleased to state:

- (a) whether Rourkela Steel Plant has taken any step for its peripheral development;
- (b) if so, the details thereof;
- (c) the amount spent thereon during the last three years; and
- (d) the profit earned by RSP during the last three years?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN): (a) and (b) Yes, Sir. Rourkela Steel Plant has undertaken various development activities in its peripheral villages since the year 1974-75. Various schemes/activities are undertaken under the following categories of services:

- (1) Drinking water
- (2) Health care
- (3) Communication
- (4) Education
- (5) Recreation
- (6) Economic Development

(c) Amount spent on peripheral development by RSP during the last three years is as under:

(Rs. in lakhs)	
Year	Amount
2001-2002	33.94
2002-2003	38.38
2003-2004	108.28

(d) Net profit/loss (-) earned by RSP for the last three years is given below:

(Rs. in crore)	
Year	Amount
2001-2002	(-) 1036
2002-2003	(-) 593
2003-2004	(-) 109

[*Translation*]

Displaced Kashmiri Families

921. SHRI SHIVRAJ SINGH CHOUHAN: Will the Minister of HOME AFFAIRS be pleased to state:

- (a) the number of the Kashmiri families displaced due to terrorism and unrest in J&K as on date;
- (b) the number of Kashmiri Pandit families living in camps in Jammu and Kashmir and outside the State;
- (c) the steps taken by the Government for creating safe environment for their return to their homes; and
- (d) the number of families returned to their homes so far and the percentage they constitute *vis-a-vis* the total number of the displaced families?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SHRIPRAKASH JAISWAL): (a) As per available information, 56380 Kashmiri Migrant families are temporarily staying in different parts of the country due to terrorism/disturbances in Kashmir Valley. Out of this, majority of Kashmiri Migrant families are staying in Jammu (34644 families) and Delhi (19338 families).

(b) 4778 families in Jammu and 237 families in Delhi are staying in camps.

(c) In order to enable safe and honourable return of migrants to their native places in the Valley, the State Government of J&K have constituted an Apex level Committee under the Chairmanship of Revenue, Relief and Rehabilitation Minister to look into all aspects of this problem and suggest solutions. The State Government have also constituted a Core Group of Senior Officers to give focused attention to the problems of Kashmiri Migrants and their return to the Valley.

As indicated by the State Government, they have identified the shrines in Mattan and Kheer Bhavani where the Kashmiri Migrants displaced from these places could be settled temporarily by developing two model clusters containing temporary shelters for Kashmiri Migrants, till such time they can repair their existing residential houses. Ministry of Finance has provided a grant of Rs. 10.00 crores to the State Government for the reconstruction/renovation of houses and shrines at Kheer Bhavani and Mattan.

As proposed by the State Government, the Central Government has also approved the construction of 200 flats consisting of two bedrooms, lobby, kitchen and toilet/bathroom at Budgam on an experimental basis for rehabilitation of Kashmiri Migrants at an expenditure of Rs. 20.00 crores.

(d) According to available reports, no Kashmiri Migrant family has returned to their homes so far.

Disbanding of State Electricity Boards

922. SHRI Y.G. MAHAJAN:
SHRI RATILAL KALIDAS VARMA:

Will the Minister of POWER be pleased to state:

(a) whether the Government has directed some State Governments to disband their electricity boards;

(b) if so, the details thereof;

(c) the reasons for disbanding the State Electricity Boards; and

(d) the time by which the electricity boards are likely to be disbanded in all the States?

THE MINISTER OF POWER (SHRI P.M. SAYEED):

(a) to (d) No, Sir. State Electricity Boards are under the administrative control of the State Government. Section 172 of the Electricity Act provides that "A State Electricity Board constituted under the repealed laws shall be deemed to be the State Transmission Utility and a licensee under the provisions of this Act for a period of one year from the appointed date or such earlier date as the State Government may notify, and shall perform the duties and functions of the State Transmission Utility and a licensee in accordance with the provisions of this Act and rules and regulations made thereunder:

"Provided that the State Government may, by notification, authorize the State Electricity Board to continue to function as the State Transmission Utility (STU) or a licensee for such further period beyond the said period of one year as may be mutually decided by the Central Government and the State Government".

In pursuance of this provision State Governments of Assam, Chhattisgarh, Himachal Pradesh, Kerala, Maharashtra, Meghalaya, Punjab, West Bengal, M.P., Bihar, Jharkhand, Gujarat and Tamil Nadu have requested

the Union Government for its consent to their proposals for continuation of their respective SEBs as STU and/or licensee for periods ranging from two months to one year as the process initiated in most cases towards reorganization of SEBs could not be completed by 10th June, 2004. The Union Government has conveyed its consent to these States.

[English]

Cultural University

923. SHRI VIRENDRA KUMAR: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has a proposal to convert some State Universities into cultural universities particularly Sagar University in Madhya Pradesh;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) No, Sir.

(b) and (c) Do not arise.

Meeting of National Steel Consumer's Council

924. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of STEEL be pleased to state:

(a) whether the Government has convened a meeting of National Steel Consumer's Council to discuss issues relating to variation in steel prices in the domestic and international market;

(b) if so, the main points discussed in the meeting;

(c) whether any agreement has been reached therein;

(d) if so, the details thereof;

(e) whether the Government has been able to reduce dependence on the overseas steel companies in the matter of price fixation of steel products; and

(f) if so, the steps Union Government is considering to take in this regard?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN): (a) Yes, Sir. The 18th National Steel Consumer's Council (NSCC) meeting was held on 12th June, 2004 to discuss the grievances of the steel consuming industry.

(b) Hike in steel prices, problems related to availability of steel, duty on seconds and defectives, duty on melting scrap and distribution policy of the producers were the important issues discussed in the meeting.

(c) and (d) There was broad agreement on the following issues:

- (i) The Government, through its policy initiatives should facilitate enhanced availability of steel in the domestic market.
- (ii) The import duty on melting scrap should preferably be brought down to 0% in view of the acute shortage of this raw material in the country.
- (iii) The public sector plants should have a clear and transparent distribution policy, which takes into account the requirements of the public sector and small scale industry before offering steel products to the trade.

(e) and (f) In a liberalized and deregulated environment, the Government does not intervene directly to influence prices. Prices are determined by free interplay of market forces of demand and supply. Domestic selling price of most metals are pegged to the landed cost of imported materials.

Repairing of Roads

925. SHRI ADHIR CHOWDHARY: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether Municipal Corporation of Delhi has failed miserably to repair the roads under its jurisdiction in Delhi/ New Delhi even after obtaining Rs. 100 crore from the Government and position of the roads is deteriorating day by day;

(b) if so, the reasons thereof;

(c) whether the Government of N.C.T. of Delhi propose to hand over the works relating to construction and strengthening of roads and maintenance to some reputed private companies; and

(d) if not, the reasons therefor?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF URBAN DEVELOPMENT (SHRI GHULAM NABI AZAD): (a) and (b) The Municipal Corporation of Delhi (MCD) has reported that roads within its jurisdiction are repaired/improved from time to time and present conditions of the roads are satisfactory.

(c) and (d) The Govt. of NCT of Delhi has reported that presently the work of construction and strengthening of roads is done through the contractors selected either through open tenders from amongst registered contractors or from the short-listed agencies depending upon the quantum of work. The maintenance works are partly carried out through departmental labour and through contracts. It has a proposal to go in for 'Comprehensive Road Maintenance' for approximately 100 Kms. through reputed private agencies.

Foreign Assistance to NGOs

926. SHRI B. VINOD KUMAR:
YOGI ADITYA NATH:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) the number of non-Governmental Organizations which received foreign funds during each of the last three years and in current year as on date, State-wise;

(b) whether some NGOs have been found to be indulging in misusing these foreign funds for illegal, anti-national and religious activities during this period;

(c) if so, the details thereof alongwith the action taken by the Government against them, State-wise;

(d) whether the Government have inspected the accounts of the NGOs found violating the provision of Foreign Contribution (Regulation) Act 1978;

(e) if so, the details in this regard alongwith the number of such NGOs whose accounts have been scrutinized or are being scrutinized, State-wise; and

(f) the action taken/proposed to be taken by the Government against them, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SHRIPRAKASH JAISWAL): (a) Every association registered under the Foreign

Contribution (Regulation) Act, 1976 or granted prior permission to receive foreign contribution is required to file an annual return, containing information about the amount of foreign contribution received during the year and the manner of its utilization. The return is to be filed by 31st July every year. For the financial year 2003-04, the associations are required to file their returns by 31st July 2004. A nil return is also mandatory. 14598, 15618 & 16590 associations had reported receipt of foreign contribution during the years 2000-01, 2001-02 & 2002-03 respectively. State-wise list showing the number of associations receiving foreign contribution is at Statement-I enclosed.

(b) Yes, Sir.

(c) The State-wise details of the associations who were found to have violated the provisions of the Foreign

Contribution (Regulation) Act, 1976, including the action taken against them is enclosed at Statement-II.

(d) Yes, Sir.

(e) Accounts of Associations suspected of violating the provisions of the Foreign Contribution (Regulation) Act, 1976 are inspected by the Government of India. The State wise detail of such inspection carried is enclosed at Statement-III.

(f) As per the provisions of Foreign Contribution (Regulation) Act, 1976 the Central Government may place registered associations in prior permission category, prohibiting associations from receiving foreign contribution, freezing the bank accounts of the associations and prosecuting associations in a court of law if they are found to have violated the provisions of the Foreign Contribution (Regulation) Act.

Statement I

*State/Union Territory-wise Details
(Number of Reporting Associations)*

State/Union Territory	2000-01	2001-02	2002-03
1	2	3	4
Delhi	788	839	941
Tamil Nadu	2260	2443	2638
Andhra Pradesh	1692	1840	1985
Maharashtra	1210	1340	1421
Karnataka	1191	1274	1347
Kerala	1475	1521	1530
West Bengal	1314	1357	1401
Gujarat	649	706	761
Uttar Pradesh	829	746	758
Orissa	771	819	843
Madhya Pradesh	454	357	338
Rajasthan	223	253	269
Uttaranchal	4	159	178

1	2	3	4
Bihar	738	564	611
Jharkhand	10	263	304
Himachal Pradesh	86	85	93
Punjab	79	83	80
Assam	162	169	186
Chhattisgarh	7	135	153
Meghalaya	100	95	102
Pondicherry	43	55	56
Jammu & Kashmir	28	33	36
Goa (Including Daman & Diu)	102	107	107
Nagaland	41	45	56
Manipur	200	188	217
Haryana	69	71	85
Tripura	11	11	19
Chandigarh	20	21	24
Sikkim	5	6	7
Mizoram	12	9	14
Arunachal Pradesh	7	8	14
Andaman & Nicobar Islands	6	6	7
Dadra & Nagar Haveli	12	10	9
Lakshadweep	0	0	0
Total	14598	15618	16590

Statement II

(A) Prohibited under section 12 of the Act (freezing of designated FC bank account of the association)

1. Andhra Pradesh—(a) Action for Social Development, Hyderabad (ii) Good Samaritan Evangelical and Social Welfare Association, Krishna District (iii) John Abraham Memorial Bethany Home, Hyderabad (iv) John Abraham Memorial Bethany Home, Rangareddy District.
2. Gujarat—Idar-E-Talimat Islamia, (Darul-Ulm Shahe-Alam), Ahmedabad

(B) Placed in Prohibited category under section 10 (a) of the Act (prohibited from receiving foreign contribution)

1. Chandigarh—Apostolic Christian Assembly, Chandigarh Ministry, Chandigarh.
2. Haryana—Haryanvi Organisation for Progress and Ecology (HOPE), Sonapat.
3. Gujarat—Idar-E-Talimat Islamia (Darul-Ulm Shahe-Alam), Ahmedabad
4. Manipur—M.A. Wahab Islamic Public School, Usmangani.

5. Orissa—Society for Awareness of Human Society & Rural Advancement (SAHARA), Kalahandi
6. Uttar Pradesh—Jamal Atul Falah, Bilariganj, Azamgarh
7. West Bengal—Congregation of the Daughters of St. Anne, Jalpaigiri.

(C) Placed in Prior Permission category under section 10 (b) of the Act (Prior permission for receiving foreign contribution)

1. Andhra Pradesh—(i) John Abraham Memorial Bethany Home, Hyderabad
(ii) Good Samaritan Evangelical Social Welfare Association, Krishna District

- (iii) John Abraham Memorial Bethany Home, Rangaraddy District.
2. Karnataka—Action For Asia Outreach, Bangalore.
3. Orissa—(i) New Apostolic Church, Bhubaneswar
(ii) Society for Developmental Action (SODA), Distt. Mayurbhanj.
4. Tamil Nadu—Makkal Seva Mandram, Sivagangai District.
5. West Bengal—(i) Gram Dan Development Society (GDDS), Howrah (ii) Chiranbin, Howrah.

Statement III

State-wise list of inspections of NGOs which were suspected to have violated Foreign Contribution (Regulation) Act, 1976, carried out from the year 2001-02 onwards

Sl.No.	State/UT	2001-02	2002-03	2003-04	2004 to date
1	2	3	4	5	6
1.	Delhi	16	17	4	1
2.	Tamil Nadu	12	25	24	—
3.	Andhra Pradesh	20	16	4	—
4.	Karnataka	19	15	4	—
5.	Kerala	7	4	3	—
6.	Maharashtra	8	10	16	3
7.	West Bengal	8	12	19	6
8.	Uttar Pradesh	10	4	2	—
9.	Gujarat	16	16	10	—
10.	Orissa	3	7	1	1
11.	Bihar	8	2	3	1
12.	Madhya Pradesh	—	3	6	—
13.	Himachal Pradesh	—	1	3	—

1	2	3	4	5	6
14.	Rajasthan	-	5	3	-
15.	Punjab	7	-	2	1
16.	Meghalaya	-	1	-	-
17.	Assam	-	1	-	-
18.	Goa (including Daman & Diu)	-	1	2	-
19.	Jammu and Kashmir	-	-	2	-
20.	Pondicherry	-	1	-	2
21.	Manipur	-	4	-	-
22.	Nagaland	-	-	-	-
23.	Haryana	-	1	7	3
24.	Chandigarh	-	1	-	-
25.	Tripura	-	-	-	-
26.	Sikkim	-	-	-	-
27.	Arunachal Pradesh	-	-	-	-
28.	Mizoram	-	-	-	-
29.	Dadra and Nagar Haveli/Silvassa	-	-	5	-
30.	Andaman and Nicobar Islands	1	-	-	-
31.	Chhattisgarh	-	-	4	-
32.	Uttaranchal	-	1	5	2
33.	Jharkhand	-	2	-	-
Total		135	150	129	20

APDR Programme

927. SHRI DUSHYANT SINGH: Will the Minister of POWER be pleased to state:

(a) the names of States where Accelerated Power Development and Reforms Programme has been launched;

(b) since when and the amount of Central assistance sanctioned to these States during the last three years for the purpose; and

(c) the achievement made by each State in this regard?

THE MINISTER OF POWER (SHRI P.M. SAYEED):
(a) and (b) Accelerated Power Development and Reforms Programme (APDRP) is being implemented in all the States since 2001-02. The details of Central Assistance sanctioned to these States during the last three years under this programme is at Statement-I enclosed.

(c) The achievements made by each State are at Statement-II enclosed.

Statement I

(Rs. in crores)

Sl.No.	Name of State	Cost of the projects sanctioned	APDRP Component*
1	2	3	4
1.	Andhra Pradesh	1511.40	755.70
2.	Arunachal Pradesh	85.99	85.99
3.	Assam	408.54	408.54
4.	Bihar	768.25	384.13
5.	Chhattisgarh	424.58	212.29
6.	Delhi	946.46	473.23
7.	Goa	244.60	122.30
8.	Gujarat	1035.80	517.90
9.	Haryana	453.41	226.71
10.	Himachal Pradesh	327.81	327.81
11.	Jammu & Kashmir	401.10	401.10
12.	Jharkhand	444.85	222.43
13.	Karnataka	1161.19	580.60
14.	Kerala	350.35	175.18
15.	Madhya Pradesh	679.08	339.54
16.	Maharashtra	1898.59	949.30
17.	Manipur	10.13	10.13
18.	Meghalaya	42.26	42.26
19.	Mizoram	57.91	57.91
20.	Nagaland	47.22	47.22
21.	Orissa	592.22	296.11
22.	Punjab	706.38	353.19
23.	Rajasthan	1255.06	627.53

1	2	3	4
25.	Tamil Nadu	968.17	484.09
26.	Tripura	27.54	27.54
27.	Uttar Pradesh	824.14	412.07
28.	Uttaranchal	361.51	361.51
29.	West Bengal	420.92	210.46
Total		16610.19	9267.50

*States/SEBs has to arrange counter part funding from the financial institutions or from their own resources.

Statement II

(Rs. in crores)

Sl.No.	Name of State	Funds released	Funds Utilized
1	2	3	4
1.	Andhra Pradesh	831.87*	402.30
2.	Arunachal Pradesh	36.68	1.40
3.	Assam	96.97	4.36
4.	Bihar	86.99	48.43
5.	Chhattisgarh	53.07	119.06
6.	Delhi	105.51	537.61
7.	Goa	30.58	35.99
8.	Gujarat	525.24*	367.69
9.	Haryana	274.48*	137.18
10.	Himachal Pradesh	163.92	32.10
11.	Jammu & Kashmir	200.50	21.07
12.	Jharkhand	55.60	91.96
13.	Karnataka	435.45	249.45
14.	Kerala	104.66	152.45
15.	Madhya Pradesh	84.87	66.04
16.	Maharashtra	384.35*	229.03
17.	Manipur	2.67	2.67

1	2	3	4
18.	Meghalaya	21.13	3.06
19.	Mizoram	28.96	26.08
20.	Nagaland	23.61	5.40
21.	Orissa	54.35	14.16
22.	Punjab	178.74	110.70
23.	Rajasthan	483.05*	330.66
24.	Sikkim	77.38	49.74
25.	Tamil Nadu	344.16	251.10
26.	Tripura	8.77	6.33
27.	Uttar Pradesh	80.12	0.13
28.	Uttaranchal	180.76	100.96
29.	West Bengal	40.17	56.85
Total		4994.61	3453.96

*Includes funds released both under investment and incentive components of APDRP.

Excesses by BSF

928. SHRI AJOY CHAKRABORTY: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government is aware of the excesses committed by the BSF personnels against the villagers living in the Border region of Indo-Bangladesh Border;

(b) if so, the details thereof;

(c) the steps taken by the Government to contain such incidents;

(d) whether the Government has conducted any enquiry to find out the persons responsible for this; and

(e) if so, the findings thereof and the action taken against them?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SHRIPRAKASH JAISWAL): (a) to (c) BSF is deployed on Indo-Bangladesh Border to provide sense of security among border population by preventing trans-border crimes including smuggling.

Sometimes complaints or grievances on some issues are received from public relating to performance of duties by BSF troops. Inquiries are conducted into such complaints and if found correct, suitable action is taken against the erring official(s).

(d) and (e) Enquiries are conducted on case to case basis. No specific incident has been referred to in the question.

Activities of Bodo Militants

929. SHRI RAVI PRAKASH VERMA: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government is aware that a group of Bodo militants has attacked on residents of neighbouring States in the Upper Assam's Golaghat district on 30/31 May, 2004;

(b) if so, the number of persons killed and injured in the attack and loss of their properties;

(c) whether it is also a fact that in the past also similar attacks were held by the Bodo militants; and

(d) if so, the steps taken by the Government to provide security to the residents of neighbouring States living in Assam?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY): (a) and (b) The Government of Assam has reported that a group of Bodo youth (local villagers) attacked some non-Assamese people in Golaghat district on 29.5.2004 (not on 31.5.2004). In the attack, four persons including three women sustained injuries.

(c) The National Democratic Front of Bodoland (NDFB) had killed three non-Assamese persons during the year 2003 and till date.

(d) The State Government has taken several steps to safeguard the Hindi speaking people in the State. The Government has planned out a detailed security plan with fresh re-deployment of Force to provide adequate security coverage to the vulnerable sections of the population staying in the State.

Allocation of Funds to Assam Under Centrally Sponsored Schemes

930. SHRI KIRIP CHALIHA: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the details of allocation of funds to Assam for construction and infrastructure development of Primary Schools in the State under various centrally sponsored schemes during the last five years;

(b) the details of results achieved during the said period;

(c) whether the Government is contemplating to take additional measures in this regard; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A.

FATMI): (a) The funds allocated for Civil Works and school infrastructure to Assam under the Centrally Sponsored Schemes of the District Primary Education Programme (DPEP) in 9 districts for the period 1999-2000, 2000-2001, 2001-2002, 2002-2003 and 2003-2004, as well as under the Sarva Shiksha Abhiyan (SSA) programme for the period 2010-2002, 2002-2003 and 2003-2004 is given at Statement-I enclosed.

(b) to (d) The progress made by Assam for development of school infrastructure under the centrally sponsored schemes of DPEP and SSA is given at Statement-II enclosed.

Statement-I

Funds Allocated for Civil Works and School Infrastructure to Assam Under DPEP and SSA

(Rs. in lakhs)

Name of Centrally Sponsored Scheme	1999-2000	2000-2001	2001-2002	2002-2003	2003-2004
	Amount approved				
DPEP	1253.50	2395.29	1603.34	2943.50	NII
SSA	NII	NII	2509.35	7482.95	16393.76

Statement II

Physical Progress Made in Civil Works Under DPEP and SSA

Sl.No.	Name of activity	Under DPEP		Under SSA	
		Number sanctioned	Number completed	Number sanctioned	Number completed
1	2	3	4	5	6
1.	New school building	1422	1422	1388	217
2.	Repair & Innovation	3091	3091	4930	361
3.	Block Resource Centre Building	56	53	76	3
4.	Cluster Resource Centre Building/Additional Class Rooms	1307	1307	NII/4118	NII/340
5.	Toilets	1601	1601	1810	202
6.	Drinking water facilities	1355	1355	NII	NII
7.	Construction of SCERT/SIEMT building	1/NII	1/NII	NII/1	NII/NII
Total		8833	8830	12323	1123

Lt. General Niazi's Pistol

931. SHRI DALPAT SINGH PARSTE: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether any clues have been found regarding missing Pistol of Lt. General A.A.K. Niazi from National Museum, Delhi; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY): (a) and (b) The pistol which was stolen from the National Museum, Delhi did not belong to Lt. General Niazi. It was the personal weapon of Rear Admiral Mohammad Sharif, Flag Officer Commanding of the then East Pakistan Naval Forces. However, this case has remained unsolved despite concerted efforts.

Farm Houses

932. SHRI RAGHUNATH JHA: Will the Minister of URBAN DEVELOPMENT be pleased to refer to the reply given to USQ No. 6347 dated 6.5.2003 and state:

(a) whether the information has since been collected;

(b) if so, the details thereof;

(c) whether more than 600 cases under section 81 of the Delhi Land Reforms Act, 1954 have been instituted against these farm houses; and

(d) if so, the details thereof and the present status of these cases?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF URBAN DEVELOPMENT (SHRI GHULAM NABI AZAD): (a) and (b) The village-wise details of Farm Houses and the Farm Houses misusing agricultural land for non-agricultural purposes are given at Statement-I and II enclosed.

(c) and (d) The details are being collected and will be laid on the Table of the Sabha.

Statement I*Village-wise Details of Farm Houses*

Sl.No.	Name of Village	No. of Farm Houses
1	2	3
1.	Adampur	2
2.	Abkarpur	10
3.	Alipur	26
4.	Ambarauli	2

1	2	3
5.	Asalatpur	3
6.	Asola	126
7.	Auchandi	2
8.	Aya Nagar	19
9.	Badi	1
10.	Badu Sarai	10
11.	Bajitpur	4
12.	Bakargarh	9
13.	Bakhtawarpur	65
14.	Bakoli	27
15.	Bamnauli	26
16.	Bapraula	26
17.	Barwala	7
18.	Bawana	7
19.	Bhalaswa	2
20.	Bharthal	15
21.	Bhatti	37
22.	Bhorgarh	7
23.	Bijwasan	137
24.	Budhpur	3
25.	Burari	1
26.	Chandan Hola	22
27.	Chattapur	128
28.	Chhawla	60
29.	Daryapur	10
30.	Deenpur	9
31.	Dinapur	2
32.	Deorala	3
33.	Dera Mandi	187
34.	Dhansa	2
35.	Dhul Sarai	4

1	2	3
36.	Dichaon Kalan	15
37.	Fateh pur Beri	106
38.	Gadaipur	138
39.	Garhi Khurd	3
40.	Garhi Khusro	12
41.	Gazipur	3
42.	Ghevra	15
43.	Ghitomi	98
44.	Goela Khurd	3
45.	Gumenhera	2
46.	Hamidpur	22
47.	Hastal	1
48.	Hirambi	2
49.	Hiranki	45
50.	Hirankundna	5
51.	Holambi Kalan	57
52.	Holambi Kurd	31
53.	Ibrahimpur	6
54.	Issapur	2
55.	Jaffarpur	3
56.	Jangola	6
57.	Jaunti	3
58.	Jharoda Kalan	2
59.	Jhatikara	20
60.	Jonapur	219
61.	Kadipur	20
62.	Kair	1
63.	Kala Kurd	1
64.	Kangan Heri	28
65.	Kanjhawala	9
66.	Kapeshera	56

1	2	3
67.	Karala	8
68.	Katowaria	3
69.	Khanpur	5
70.	Kharkari	3
71.	Khera Kalan	23
72.	Khera Khurd	8
73.	Kishan Garh	5
74.	Ladpur	7
75.	Lampur	11
76.	Libaspur	2
77.	Madanpur Dabas	2
78.	Maidan Garhi	2
79.	Maksudabad	5
80.	Mallkpur	2
81.	Mamoorpur	8
82.	Mandaoli	1
83.	Mangolpuri	1
84.	Mangali Sakarvati	1
85.	Mehrauli	204
86.	Mitraon	12
87.	Mohammadpur	16
88.	Mukhmelpur	8
89.	Mundela	3
90.	Murgoespur	5
91.	Najafgarh	
92.	Nangal Thakran	6
93.	Nangloi	1
94.	Narela	6
95.	Nasirpur	2
96.	Naya Bans	6
97.	Neelwal	3

1	2	3
98.	Nelothi	12
99.	Nizampur	6
100.	Palam	6
101.	Palla	6
102.	Pansali	1
103.	Paprawat	30
104.	Pindwala	13
105.	Pochanpur	1
106.	Poot Khurd	10
107.	Prahaladpur	2
108.	Punjab Khor	2
109.	Qutab Garh	1
110.	Rahgopur	9
111.	Rajokari	130
112.	Rangpuri	33
113.	Ranhola	7
114.	Rani Khera	2
115.	Rasul Pur	1
116.	Rewala Khanpur	45
117.	Sahibabad	16
118.	Salahpur	19
119.	Sanoth	15
120.	Vasant Vihar	1
121.	Satbari	54
122.	Singhola	22
123.	Singhu	17
124.	Siraspur	2
125.	Stabber	8
126.	Sohanpur	3
127.	Sultanpur	146
128.	Samalkha	53

1	2	3
129.	Shuarpur	22
130.	Tajour	6
131.	Tikri Khurd	10
132.	Tingalpuri	3
133.	Ujwa	1
134.	Zindpur	18
Total		3022

*Statement-II**Village-wise Details of Farm Houses Misusing Agricultural Land for Non Agriculture Purposes*

SI.No.	Name of Village	No. of Farm Houses
1	2	3
1.	Karala	1
2.	Mohamadpur Majra	1
3.	Nizampur	2
4.	Nangal Thakran	1
5.	Bajitpur Thakran	2
6.	Jindpur	5
7.	Bakhtawarpur	13
8.	Kherakhurd	1
9.	Bhorgarh (Narela)	1
10.	Burpur-Bijapur (Narela)	1
11.	Garhi Khasro (Narela)	1
12.	Hiranki	13
13.	Nangli Poona	3
14.	Mukhmelpur	2
15.	Alipur	1
16.	Bakoli	9
17.	Ghewra	3
18.	Katwara	1

1	2	3
19.	Bhati	15
20.	Fatehpur Beri	15
21.	Aya Nagar	19
22.	Asola	68
23.	Dera Mandi	23
24.	Sahoorpur	21
25.	Chandanholra	20
26.	Chhatterpur	108
27.	Jonapur	30
28.	Gadaipur	137
29.	Mehrauli	23
30.	Satbari	134
31.	Sultanpur	121
32.	Village Burari	1
33.	Village Wazirabad	1
34.	Village Mukandpur	1
35.	Satipur-Ranhola	2
36.	Hiran Kudna	3
37.	Tikri Kalan	1
38.	Nilithi	4
39.	Nangloi Jat	1
40.	Bakkarwala	1
41.	Mundka	1
42.	Mandoli	2
43.	Ghitomi	9
44.	Rangpur	9
45.	Rajokri	14
46.	Kapashera	10
47.	Samalkha	20
48.	Bijwasan	17
49.	Nangli Sakrawati	1

1	2	3
50.	Dichaon Kala	2
51.	Bakkar Garh	2
52.	Mitrao	2
53.	Gumman Hera	1
54.	Masoodabad	3
55.	Dindarpur	4
Total		916

[Translation]

Opening of Navodaya Vidyalayas

933. SHRI NIKHIL KUMAR CHOUDHARY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the number of Navodaya Vidyalayas proposed to be opened in the country during the current Five Year Plan, State-wise;

(b) whether the Navodaya Vidyalayas have failed in achieving their targets and objectives;

(c) if so, the reasons therefor;

(d) the details of the Kendriya and Navodaya Vidyalayas, which do not have buildings and basic facilities, State-wise; and

(e) the steps being taken by the Government to provide basic facilities in such Vidyalayas?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) The list of the names of Districts (State-wise) where it is proposed to open the Navodaya Vidyalayas during current Five Year Plan is enclosed at Statement-I.

(b) and (c) Opening of the Navodaya Vidyalayas and achieving the targets and objective depends largely upon the extent of support provided by the State Governments in terms of land and temporary buildings. Samiti could fulfil the target and objectives wherever the State Governments have fulfilled the minimum requirements. Despite shortcomings in support in several cases,

Navodaya Vidyalaya Samiti has been able to achieve its broad objective of providing quality education to the children from the rural and under privileged classes.

(d) Out of 508 JNVs sanctioned, 352 Vidyalayas have been provided with buildings and basic facilities. In 66 Vidyalayas, the construction of buildings are under progress. In another 90 Vidyalayas the construction of permanent buildings has not yet started on account of various reasons. State-wise details are given in Statement-II enclosed. Similarly out of 921 KVs in the country, 245 Kendriya Vidyalayas do not have their own permanent school buildings. Out of 245 Kendriya Vidyalayas without buildings, 79 buildings of Kendriya Vidyalayas are under construction and for 38 Kendriya Vidyalayas, school buildings are under planning stage. In respect of remaining

128 Kendriya Vidyalayas, land is not yet transferred/leased to KVS. State-wise details are given in Statement-III enclosed. Steps are being taken by KVS to expedite transfer of land/execution of lease deed. However, minimum basic facilities are being provided to the students of these JNVs/KVs even in temporary accommodation provided by the State Governments/sponsoring agencies.

(e) Efforts are being made both by KVS and NVS to complete the buildings under construction and also take up construction of buildings of new schools so that students get proper and adequate facilities. This has to be done in a phased manner depending upon the provision of appropriate land by sponsoring agencies and also subject to availability of funds.

Statement I

*List of Uncovered Districts Where JNVs are Proposed to be Opened During the Current Five Year Plan
(Incorporating the recently created new districts)*

Sl.No.	State	No. of Distt. Uncovered	Name of District
1	2	3	4
1.	Andhra Pradesh	1	1. Hyderabad
2.	Arunachal Pradesh	3	1. West Kameng 2. Kurung Kumey 3. Upper Dibang Valley
3.	Assam	3	1. Dhubri 2. Nagaon 3. North Cachhar Hills
4.	Bihar	1	1. Arwal
5.	Chhattisgarh	5	1. Bastar 2. Jashpur 3. Kanker 4. Kawardha 5. Baikunthpur
6.	Delhi	7	1. East Delhi 2. West Delhi

1	2	3	4
			3. North Delhi
			4. South Delhi
			5. Central Delhi
			6. North East Delhi
			7. New Delhi
7.	Gujarat	6	1. Amreli
			2. Ahmedabad
			3. Anand
			4. Narmada
			5. Navsari
			6. Valsad
8.	Haryana	1	1. Fatehabad
9.	Kerala	1	1. Wayanad
10.	Madhya Pradesh	4	1. Umariya
			2. Anuppur
			3. Guna (Newly bifurcated Distt.)
			4. Burhan Pur
11.	Jharkhand	1	1. Simdega
12.	Maharashtra	4	1. Mumbai
			2. Mumbai Suburban
			3. Dhule
			4. Bhandara
13.	Meghalaya	1	1. East Khasi Hills
14.	Mizoram	2	1. Champhai
			2. Saiha
15.	Nagaland	2	1. Dimapur
			2. Zovobuto
16.	Orissa	6	1. Nayagarh
			2. Jagatsingpur
			3. Jhajpur
			4. Deogarh
			5. Bargarh
			6. Bhadrak

1	2	3	4
17.	Sikkim	1	1. East Sikkim
18.	Uttaranchal	1	1. Pauri Garhwal
19.	Uttar Pradesh	4	1. Deoria 2. Rampur 3. Hamirpur 4. Ghaziabad
20.	West Bengal	14	1. Bankura 2. Bir Bhum 3. Cooch Bihar 4. Dakshin Dinajpur 5. Howrah 6. Hooghly 7. Jalpai Guri 8. Malda 9. East Midnapur 10. Dakshin 24 Pargana 11. Uttar Dinajpur 12. Purulia 13. Kolkata (Newly created Distt.) 14. West Midnapur
Total		68	

Note: The position is excluding the Tamilnadu State which has not accepted the scheme.

Statement II

Details of 66 JNVs in which Construction Work is in Advance Stage and 90 JNVs Construction Work is yet to be Started

Sl.No.	Name of State/UT	No. of JNVs where construction of buildings is under progress	No. of JNVs where construction of buildings is yet to be started
1	2	3	4
1.	Arunachal Pradesh	06	03
2.	Assam	04	01
3.	Andaman and Nicobar Islands	01	—
4.	Bihar	09	08

1	2	3	4
5.	Chhattisgarh	01	03
6.	Gujarat	01	04
7.	Haryana	01	05
8.	Himachal Pradesh	—	03
9.	Jammu & Kashmir	02	—
10.	Jharkhand	01	10
11.	Karnataka	06	01
12.	Kerala	01	—
13.	Madhya Pradesh	04	03
14.	Maharashtra	01	02

1	2	3	1	2	3		
15.	Manipur	01	01	22.	Sikkim	02	—
16.	Meghalaya	04	—	23.	Tripura	—	01
17.	Mizoram	—	05	24.	Uttar Pradesh	10	14
18.	Nagaland	03	02	25.	Uttaranchal	03	04
19.	Orissa	02	10	26.	West Bengal	—	05
20.	Punjab	02	03				
21.	Rajasthan	01	02	Total		66	90

Statement III*State-wise Details of KVs which do not have their Permanent Buildings*

Sl.No.	Name of State	No. of KVs under construction	No. of KVs under planning	No. of KVs where land yet to be transferred	Total
1	2	3	4	5	6
1.	Andaman and Nicobar Islands	Nil	Nil	1	1
2.	Andhra Pradesh	1	1	1	3
3.	Arunachal Pradesh	2	2	3	7
4.	Assam	6	4	6	16
5.	Bihar	3	1	11	15
6.	Chandigarh	Nil	Nil	Nil	Nil
7.	Chhattisgarh	4	Nil	3	7
8.	Dadra and Nagar Haveli	Nil	Nil	1	1
9.	Delhi	5	Nil	6	11
10.	Goa	1	Nil	Nil	1
11.	Gujarat	1	Nil	5	6
12.	Haryana	Nil	1	6	7
13.	Himachal Pradesh	3	3	6	12
14.	Jammu & Kashmir	1	2	20	23
15.	Jharkhand	2	2	5	9

1	2	3	4	5	6
16.	Karnataka	3	3	Nil	6
17.	Kerala	1	1	1	3
18.	Madhya Pradesh	5	1	5	11
19.	Maharashtra	2	1	Nil	3
20.	Manipur	Nil	1	1	2
21.	Meghalaya	3	Nil	Nil	3
22.	Mizoram	Nil	1	1	2
23.	Nagaland	1	2	2	5
24.	Orissa	8	Nil	2	10
25.	Pondicherry	Nil	Nil	Nil	Nil
26.	Punjab	3	1	7	11
27.	Rajasthan	7	2	4	13
28.	Sikkim	Nil	Nil	Nil	Nil
29.	Tamil Nadu	3	Nil	2	5
30.	Tripura	1	2	Nil	3
31.	Uttar Pradesh	3	4	14	21
32.	Uttaranchal	5	2	11	18
33.	West Bengal	5	1	2	8
34.	Daman & Diu	Nil	Nil	1	1
35.	Lakshadweep	Nil	Nil	1	1
Total		79 KV's	38 KV's	128 KV's	245 KV's

*[English]***Distant Education**

934. SHRI TATHAGATA SATPATHY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has noticed an unprecedented rise in distant education centres of various universities and professional institutes in the country during the last five years and current year as well;

(b) if so, the details thereof, University/Institution-wise;

(c) whether the Government has made any survey work with regard to quality of education being provided by these institutions;

(d) if so, the outcome thereof; and

(e) the steps proposed for better quality and for regulation of the centres alongwith course contents?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) and (b) According to the information furnished by Indira Gandhi National Open University, 11 Open Universities and 104 Conventional Universities are running

distance education programmes through their Regional Centres and Study Centres. The University-wise details may be seen at Statement enclosed. The Open Universities have a total of 4020 Study Centres and 103 Regional Centres, whereas the number of Study Centres of Conventional Universities in dual mode is 2136.

(c) to (e) The Distance Education Council (DEC) a Statutory body under Indira Gandhi National Open University (IGNOU) Act, 1985 has been taking both proactive and corrective measures to maintain quality of distance education programmes provided by the institutions.

The Distance Education Council has extended financial support to all the State Open Universities and has sent Expert Committees to ensure quality of their distance education programmes. It has also extended financial support to some of the Conventional Universities in dual mode and has accorded necessary permission to them to use course material of IGNOU. DEC is persuading them to seek its approval for recognition of the degrees, diplomas and certificates being provided by them. DEC is also developing national pool of quality course material and greater ICT support to learners.

Statement

Details of Open Universities and Conventional Universities Running Distance Education Programmes

A. Open Universities

1. Indira Gandhi National Open University,
Maidan Garhi,
New Delhi—110 068.
2. Nalanda Open University,
3rd Floor, Biscomaun Bhawan,
West Gandhi Maidan, Patna—800 001,
Bihar.
3. Karnataka State Open University,
Manasagangotri,
Mysore—570 006.
Karnataka.
4. Yashwantrao Chavan Maharashtra Open
University,
Dnyanagangotri, Near Gangapur Dam,
Nashik—422 222,
Maharashtra.
5. Dr. B.R. Ambedkar Open University,
Prof. G. Ram Reddy Marg,
Road No. 46, Jubilee Hills,
Hyderabad—500 033,
Andhra Pradesh.
6. Vardhaman Mahaveer Open University,
Rawatbhata Road, Kota—324 010,
Rajasthan.
7. Dr. Babasaheb Ambedkar Open University,
Govt. Bungalow No. 9,
Dafnala, Shahi Baug,
Ahmedabad—380 003
Gujarat.
8. U.P. Rajarshi Tandon Open University,
17, Maharshi Dayanand Marg (Thornhill Road),
Allahabad—211 001,
Uttar Pradesh.
9. Netaji Subhas Open University,
1, Woodburn Park,
Kolkata—700 020.
10. M.P. Bhoj (Open) University,
Red Cross Bhawan, Shivji Nagar,
Bhopal—462 016,
Madhya Pradesh.
11. Tamil Nadu Open University,
Directorate of Technical Education Campus,
Chennai—600 025.
Tamil Nadu.

B. Conventional Universities having correspondence Course Institute/Directorate of Distance Education

Andhra Pradesh

1. Andhra University, Visakhapatnam
2. Central Institute of English and Foreign Languages, Hyderabad
3. Jawaharlal Nehru Technological University, Hyderabad
4. Kakatiya University, Warangal
5. Maulana Azad National Urdu University, Hyderabad
6. Osmania University, Hyderabad
7. Potti Sreeramulu Telugu University, Hyderabad
8. Sri Krishnadevaraya University, Anantapur

9. Sri Venkateswara University, Tirupati
10. University of Hyderabad, Hyderabad
11. Sri Padmavati Mahila Visvavidyalayam, Tirupati
12. NALSAR University, Hyderabad
13. Rashtriya Sanskrit Vidyapeetha, Tirupati
14. Nagarjuna University, Nagarjuna Nagar

Assam

15. Gauhati University, Guwahati
16. Dibrugarh University, Dibrugarh

Bihar

17. Babasaheb Bhimrao Ambedkar University, Muzaffarpur
18. Lalit Narayan Mithila University, Darbhanga
19. Patna University, Patna
20. Tilak Manjhi Bhagalur University, Bhagalur

Chandigarh

21. Panjab University, Chandigarh

Chhattisgarh

22. Guru Ghasidas University, Bilaspur

Delhi

23. Jamia Milia Islamia, New Delhi
24. University of Delhi, New Delhi

Goa

25. Goa University, Goa

Gujarat

26. Gujarat Vidyapith, Ahmedabad

Haryana

27. Guru Jambheshwar University, Hissar
28. Kurukshetra University, Kurukshetra
29. Maharishi Dayanand University, Rohtak

Himachal Pradesh

30. Himachal Pradesh University, Shimla

Jharkhand

31. Birla Institute of Tech, Mesra

Jammu & Kashmir

32. University of Jammu, Jammu
33. University of Kashmir, Srinagar

Karnataka

34. Bangalore University, Bangalore
35. National Law School of India University, Bangalore
36. Kanada University, Hampi
37. Gulbarga University, Gulbarga
38. Mangalore University, Mangalore
39. Kuvempu University,
40. University of Mysore, Mysore

Kerala

41. Mahatma Gandhi University, Kottayam
42. University of Calicut, Kozhikode
43. University of Kerala, Thiruvananthapuram
44. Kannur University, Kannur

Madhya Pradesh

45. Awadhesh Pratap Singh University, Rewa
46. Barkatullah Vishwavidyalaya, Bhopal
47. Devi Ahilya Vishwavidyalaya, Indore
48. Dr. Harisingh Gour Vishwavidyalaya, Sagar
49. Jiwaji University, Gwalior
50. Mahatma Gandhi Chitrakoot Gramodaya Vishwavidyalaya, Chitrakoot
51. Rani Durgavati Vishwavidyalaya, Jabalpur
52. Indian Institute of Information Technology & Management, Gwalior

Maharashtra

53. International Inst. for Population Sciences, Mumbai
54. Shivaji University, Kolhapur
55. SNDT—Women's University, Mumbai
56. Tilak Maharashtra Vidyapeeth, Pune
57. University of Mumbai, Mumbai
58. Amravati University, Amravati

59. Swami Ramanand Teerth Marathwada University, Nanded

Meghalaya

60. North-Eastern Hill University, Shillong

Orissa

61. Sambalpur University, Sambalpur
62. Berhampur University, Berhampur
63. Utkal University, Bhubaneswar
64. Fakir Mohan University, Balasore
65. Orissa University of Agri. & Tech., Bhubaneswar
66. North Orissa University

Pondicherry

67. Pondicherry University, Pondicherry

Punjab

68. Punjab Agricultural University, Ludhiana
69. Punjabi University, Patiala
70. Thapar Institute of Engineering & Technology, Patiala
71. Baba Farid University of Health Sciences, Faridkot
72. Guru Nanak Dev University, Amritsar

Rajasthan

73. Birla Institute of Tech. and Sci., Pilani
74. Jain Vishva Bharati Institute, Ladnun
75. Rajasthan Vidyapeeth, Udaipur University
76. Mohanlal Sukhadia University, Udaipur
77. IASE Deemed University, Gandhi Vidya Mandir, Sardarshahar

Tamil Nadu

78. Alagappa University, Karaikudi
79. Annamalai University, Annamalainagar
80. Bharathiar University, Coimbatore
81. Bharathidasan University, Tiruchirapalli
82. Madurai Kamaraj University, Madurai
83. Manonmaniam Sundaranar University, Tirunelveli

84. Mother Teresa Women's University, Kodaikanal
85. Tamil Nadu Agricultural University, Coimbatore
86. University of Madras, Chennai
87. Periyar University, Salem
88. Gandhigram Rural Institute, Gandhigram
89. Sri Chandrasekharendra Saraswathi Viswa Mahavidyalaya, Kanchipuram
90. Shanmugha Arts, Science, Technology & Research Academy, Thanjavur

Tripura

91. Tripura University, Agartala

Uttaranchal

92. Govind Ballabh Pant University of Agriculture & Technology, Pantnagar
93. Kumaun University, Nainital
94. Gurukul Kangri Visvavidyalaya, Haridwar

Uttar Pradesh

95. University of Allahabad, Allahabad
96. Aligarh Muslim University, Aligarh
97. V.B.S. Purvanchal University, Jaunpur
98. Dr. Bhim Rao Ambedkar University, Agra
99. University of Lucknow, Lucknow
100. Bundelkhand University, Jhansi

West Bengal

101. University of Burdwan, Burdwan
102. Vidyasagar University, Midnapore
103. University of Kalyani, Kalyani
104. Rabindra Bharati University, Kolkata

Introduction of Degree Level Courses

935. DR. COL. (RETD.) DHANI RAM SHANDIL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the University Grants Commission has recently decided to introduce some new degree level courses;

(b) if so, the details regarding the subjects in which such courses are proposed to be introduced;

(c) whether any expert committee has been appointed by the Government to deliberate the feasibility, required infrastructure, syllabus guidelines, entry level and the combination of subjects in each of the courses; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) Yes, Sir.

(b) Details of such courses are given in the statement enclosed.

(c) and (d) University Grants Commission has appointed subject-wise Expert Committees to consider the proposals received from various universities/colleges for introduction of proposed innovative courses for UGC assistance under the scheme of "Teaching and Research in Interdisciplinary and Emerging Areas."

Statement

List of Degree Courses approved during 10th Plan under Innovative Programme

Sl.No.	Name of the eligible department/University	Course approved
1	2	3
1.	Sophia College for Women, Mumbai	Master's in Neuro Science
2.	Banaras Hindu University, Varanasi	M.Sc. in Health Statistics
3.	Tezpur University, Nappam	M. Tech. in Bio-electronics
4.	Karnataka University, Dharwad	M.A. (Music & Gharana Sangeet)
5.	University of Rajasthan, Jaipur	M.Com. Cost Control and Accounts
6.	University of Kashmir, Hazaratbal (Srinagar)	Master of Finance & Control
7.	Madras University, Chennai	M.Sc.—Actuarial Science
8.	Mother Teresa Women's University, Kottayam	Post Graduate Entrepreneurship Development
9.	Bharathidasan University, Tiruchirappalli	M.Sc. in Geoinformatics
10.	M.G. Chitrakoot Gramodaya Vish., Chitrakoot	M.Sc. Remote Sensing & GIS for Natural Resources Management
11.	The American College, Madurai	Population ageing: An integrated action-Research Project for Teaching, Training & Curriculum Development
12.	Govt. College, Dept. of Geogaphy, Kumbakona	Master of Science Degree in Spatial Information Tech. for Disaster Management
13.	S.L. DAV College of Education, Ambala	M.Ed. (Integrated)—Teacher Education
14.	Rashtriya Sanskrit Vidyapeeth, Tirupati	Master's course in Shabdabodha Systems & Computational Linguistics
15.	Osmania University, Osmania	M.Sc. in Bio-informatics
16.	Jadavpur University, Kolkata	M.E.—Automobile Engineering

1	2	3
17.	Osmania University College for Women, Osmania	M.Sc. in Bio-informatics
18.	Ch. Charan Singh University, Meerut	M.Sc. in Toxicology
19.	Ramnarain Ruia College, Mumbai	M.Sc. in Bio-analytical Instrumentation
20.	Madras University, Chennai	Master' Degree-Photonics & Bio-Photonics
21.	GGDSD College, Chandigarh	M.Sc. in Bio-informatics
22.	Hans Raj Mahila Mahavidyalaya, Jalandhar	M.Sc. in Bio-informatics
23.	Aligarh Muslim University, Aligarh	M.A. in Museology
24.	Pragyajyotish College, Guwahati	Master of Tourism Management
25.	Jiwaji University, Gwalior	Bachelor of Tourism Management
26.	Govt. Degree College, Baramula (Jammu & Kashmir)	3 years full time degree course in Mass Communication and Video Production
27.	Sri Venkateswara University, Tirupati	M.Sc. in Food Technology
28.	Kashmir University, Hazratbal, Srinagar	Master Degree in Clinical biochemistry
29.	Dimoria College, Khetri (Assam)	M.Sc. Eco restoration
30.	S. Kula Women's College, Nambol (Manipur)	Biotechnology in Food & Water Security at UG level
31.	Periyar EVR College, Tiruchi	M.Sc. in Photonics
32.	Devi Ahilya Vishwavidyalaya, Indore	M.Sc. in Material Science

Strength of Employees of Public Sector Steel Plants

936. SHRI ANANTA NAYAK: Will the Minister of STEEL be pleased to state:

(a) whether the Government has a proposal to downsize the strength of the employees of the public sector steel plants;

(b) if so, the reduction plan of workforce prepared by the Government, plant-wise;

(c) whether any alternative scheme has been prepared for those employees who are asked to leave the job; and

(d) if so, the details thereof?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN): (a) and (b) Yes Sir. The Memorandum of

Understanding (MOU) entered into with Steel Authority of India Limited (SAIL) under the Financial and Business Restructuring Plan, approved by the Government in February 2000, indicated a manpower target of 1 lakh, to be achieved by March 2005. The said rationalization of manpower was to be achieved through Voluntary Retirement and divestment of some of the units of SAIL in addition to the separation of manpower due to natural superannuation. The Plant-wise targets were not worked out in the MOU. In respect of other public sector steel plants, no such proposal has been worked out.

(c) and (d) In SAIL, no employee has been asked to leave the job, unless it is through natural separation or employee optics for voluntary retirement or through disciplinary action. The Department of Public Enterprises introduced a scheme for Counselling, Retraining and Redeployment (CRR) for the rationalised employees of Central PSUs from the year 2001-02, which was also applicable to steel PSUs.

*[Translation]***Indo-Pak DG Level Talks**

937. SHRI Y.G. MAHAJAN:
SHRI RATILAL KALIDAS VARMA:

Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether India and Pakistan have recently held talks at DG level;

(b) if so, the details of the discussion held between both of them; and

(c) the decision taken by the two countries in consequence thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY): (a) Yes, Sir.

(b) The two sides discussed issues relating to, inter alia, simultaneous coordinated patrolling, indiscriminate burning of Sarkanda (elephant grass), inadvertent crossings and joint verification of Border Pillars.

(c) Both sides agreed to carryout:

(i) simultaneous coordinated patrolling effectively,

(ii) inform each other before burning of Sarkanda (elephant grass),

(iii) return innocent/inadvertent border crossers after due verification, and

(iv) to carryout joint verification of Border Pillars as per schedule.

Amendment In Immigration Law

938. SHRI SHIVRAJ SINGH CHOUHAN: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether the Government has reviewed the immigration laws to check the infiltration of terrorists;

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

(c) the details of the proposed amendments made/likely to be made in these laws?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SHRIPRAKASH JAISWAL): (a) to (c) There are no separate immigration laws to check infiltration of terrorists. Admission, stay, movement and exit of Foreigners is governed by the Passport (Entry into India) Act, 1920; the Registration of Foreigners' Act, 1939; and the Foreigners' Act, 1946 and the rules made under these Acts. The review of these laws are done as and when situation so demands. In its ongoing effort to control and check infiltration of illegal foreigners, the Government has already amended the Passport (Entry into India) Act, 1920 and the Foreigners' Act, 1946 to substantially enhance the penal provisions.

*[English]***Disinvestment of State Owned Fertilizer Units**

939. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of CHEMICALS AND FERTILIZERS be pleased to state:

(a) whether Centre's delay in disinvestment of State owned fertilizer units has dampened the process of consolidation in the sector;

(b) if so, the main reasons for delay in disinvestment process; and

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

THE MINISTER OF STATE IN THE MINISTRY OF CHEMICALS AND FERTILIZERS (SHRI K. RAHMAN KHAN): (a) Consolidation in any sector is not the aim of disinvestment of any central public sector undertaking.

(b) and (c) Various matters such as Court cases etc. delayed the disinvestment process under the previous Government. The UPA Government would finalise the disinvestment policy within the framework of the National Common Minimum Programme and no timeline has yet been drawn in this regard.

Operation of Polluting Factories

940. SHRI PRABHUNATH SINGH: Will the Minister of HOME AFFAIRS be pleased to state:

(a) whether a fire erupted in a chemical factory in Zakira in North Delhi recently and the High Court of Delhi suo-moto issued notices to the Chief Fire Officer, MCD, NDMC and Delhi Government asking them to give

details of the precautions they have taken to prevent such fire accidents especially at commercial places; and

(b) if so, the action taken by them in the matter including shifting of chemical shops and plastic factories out of Delhi?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI S. REGUPATHY): (a) and (b) Yes, Sir. A fire broke out on 28th April, 2004 in a factory using chemicals located at Amar Park, Rampura, Zakhira, Delhi. However, the Government of National Capital Territory of Delhi have reported that it was in connection with another incident of fire which had broken out on 23rd April, 2004 in a shop located in the Connaught Place, Delhi that the High Court of Delhi had taken suo-moto cognizance and directed the Delhi Fire Service to carry out survey of all shops located in the area and report to Hon'ble Court as to whether they had installed required fire safety arrangements. In pursuance of this direction, Delhi Fire Service conducted the survey and submitted its report to the Hon'ble Court.

Vidyalaya Vikas Nidhi

941. SHRI AJOY CHAKRABORTY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether Kendriya Vidyalaya Sangathan had got transferred available amounts collected in the name of Vidyalaya Vikas Nidhi to headquarters/regional offices in 2002-03 and 2003-04 sessions; and

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

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) and (b) During each financial year, Vidyalaya Vikas Nidhi (VVN) is collected on quarterly basis. Unspent balances in VVN at Kendriya Vidyalayas amounting to Rs. 52.82 Crores as on 31st March 2002 were transferred to the respective Regional Offices as per Order No. F 6-7/2001-02/KVS/Budget dated 29th January 2003. Subsequently, the unspent Vidyalaya Vikas Nidhi at the Regional Offices amounting to Rs. 13.24 crores was transferred to KVS (Headquarters) vide Order No. F 6-7/2001-02/KVS (Budget) dated 21st November 2003. The

reason for transfer of unspent VVN was to utilize the surplus funds available with the Kendriya Vidyalayas under VVN for purchase of land wherever required for opening of new Kendriya Vidyalayas and for the construction of temporary accommodation thereon, so that new schools could start functioning from the academic session beginning April 2003. Unutilized funds with the Regional Offices were subsequently transferred to KVS Headquarters for developing sports infrastructure and for the purchase of furniture and fixtures for newly opened Kendriya Vidyalayas.

[Translation]

Production of Steel Plant

942. SHRI NIKHIL KUMAR CHOUDHARY:
SHRI RAGHURAJ SINGH SHAKYA:

Will the Minister of STEEL be pleased to state:

(a) whether the Government have prepared any action plan to increase the production of Steel Plants under the Steel Authority of India (SAIL);

(b) if so, the details thereof;

(c) the production increased by Steel Plants during each of the last three years, plant-wise;

(d) the target fixed for the year 2004-05 and 2005-06, plant-wise; and

(e) the plan drawn to achieve the targets?

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN): (a) and (b) The Steel Authority of India Limited (SAIL) has finalized its Corporate Plan-2012 which envisages about 17.4 MT of saleable steel production from 4 Integrated Steel Plants of SAIL in the year 2011-12 with the capacity of Bhilai Steel Plant at 6.2 MT, Durgapur Steel Plant at 2.8 MT, Rourkela Steel Plant at 2.55 MT and Bokaro Steel Plant at 5.8 MT.

(c) and (d) Saleable steel production and percentage increase at SAIL plants during the last three years and target fixed for 2004-05 are given below. The production target of SAIL for 2005-06 has not been finalized.

Unit: 000T

Plant	2001-02 Actual	% increase over 00-01	2002-03 Actual	% increase over 01-02	2003-04 Actual	% increase over 02-03	Target (as per MOU) 2004-05
Bhilai Steel Plant	3383	2	3616	7	4091	13	3750
Durgapur Steel Plant	1527	2	1585	4	1612	2	1700
Rourkela Steel Plant	1354	5	1527	13	1575	3	1650
Bokaro Steel Plant	3200	-3	3358	5	3450	3	3500
Alloy Steels Plant	84	7	99	17	113	14	120
Salem Steel Plant	63	-52	83	33	85	2	95
Visvesvaraya Iron & Steel Plant	87	2	84	-3	100	20	95
SAIL Total	9697	0	10352	7	11026	7	10910

(e) The plan drawn up to achieve the targets, inter-alia, includes the following steps:

- Ensuring adequate quantity and quality of inputs.
- Improving equipment utilisation.
- Improved product-mix and techno-economic factors.

[English]

Funds to Colleges and Universities

943. DR. COL. (RETD.) DHANI RAM SHANDIL: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) the funds allocated to different colleges and universities of Himachal Pradesh for starting vocational courses during the last three years;

(b) the actual amount released so far; and

(c) the time by which the balance amount is likely to be released?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) to (c) The information is being collected and will be laid on the Table of the House.

Nomination of Members in N.C.E.R.T.

944. SHRI DALPAT SINGH PARSTE: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has nominated new members to serve in NCERT Executive Council recently;

(b) if so, the details thereof alongwith their specification and the guidelines laid down to serve as a member of the NCERT;

(c) whether some amendments have also been made in the constitution of the council; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) and (b) Yes, Sir. Four Educationists with known interest in school education, namely, Prof. Chandrakant Deotale, writer and scholar, Ujjain, Prof. Mridula Mukherjee, Department of History, Jawahar Lal Nehru University, Prof. Anita Rampal, Prof. of Education, Delhi University and Dr. M.P. Parmeswaran, KSSP, Thiruvananthapuram have been nominated recently as members in the Executive Committee of the Council by the President, NCERT, for a term of three years.

(c) No, Sir,

(d) Does not arise.

Decline in Poverty

945. SHRI RAYAPATI SAMBASIVA RAO: Will the Minister of URBAN EMPLOYMENT AND POVERTY ALLEVIATION be pleased to state:

(a) whether poverty in India is on the decline as per the World Bank report, titled "India: Sustaining Reform, Reducing Poverty";

(b) if so, the main features of this report;

(c) the further steps being considered to remove poverty;

(d) whether the new economic programme of the Government has helped to reduce poverty in India; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF URBAN EMPLOYMENT AND POVERTY ALLEVIATION (KUMARI SELJA): (a) to (e) The World Bank, in its Report titled "India: Sustaining Reform, Reducing Poverty", while reporting on the progress on social indicators for the period 1980-2000, have reported that the percentage of incidence of poverty in India has declined as follows:

Poverty Incidents (Percentage)

1980s	1990s	2000s
44.5%	36.0%	26.1%

The Report, inter-alia, deals with assessing development outcomes, progress on social indicators, macro-economic trends over the past two decades, fiscal policy, reforms in power distribution, delivery of public services, improving the investment climate for industry and services, agriculture and rural development and development prospects and risks.

Insofar as the Ministry of Urban Employment & Poverty Alleviation is concerned, it has been implementing through the State/Union Territory Governments, a Centrally Sponsored Urban Poverty Alleviation Programme named Swarna Jayanti Shahari Rozgar Yojana (SJSRY), on all India basis, with effect from 1.12.1997 with a view to providing gainful employment to the urban unemployed or under-employed poor through; firstly, encouraging the setting up of self-employment ventures by those, who

have studied upto 9th standard and secondly, by providing wage employment by utilizing their labour for construction of socially and economically useful public assets. The programme is meant to alleviate the urban poverty and the same has been continued in the 10th Five Year Plan (2002-07). In addition, other programmes, such as, Valmiki Ambedkar Awas Yojana (VAMBAY), National Slum Development Programme (NSDP), & Housing for Economically Weaker Sections are being vigorously implemented with a view to ameliorate the conditions of the urban poor.

Farm Houses

946. SHRI PRABHUNATH SINGH: Will the Minister of URBAN DEVELOPMENT be pleased to refer to the reply given to USQ No. 2309 dated 3.12.2002 and state:

(a) whether it is a fact that no action has been taken by the agencies concerned to remove the unauthorised constructions at farm houses in Delhi and initiated proceedings under section 81 of the DLR Act, 1954;

(b) if so, the reasons therefor and the steps taken by the Government to initiate action against 1464 unauthorised constructed farm houses; and

(c) the location-wise list of 1464 unauthorised constructed farm houses indicating the type of unauthorised construction detected during survey?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF URBAN DEVELOPMENT (SHRI GHULAM NABI AZAD): (a) to (c) The information is being collected and will be laid on the Table of the Sabha.

Recruitment of Teachers in Kendriya Vidyalayas

947. SHRI AJOY CHAKRABORTY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) whether the Government has fixed responsibility for irregularities in recruitment of teachers of Kendriya Vidyalayas through Educational Consultants India Ltd. (EDCIL) and excavated by Central Vigilance Commission and initiated departmental action against erring officers in 2001;

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

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

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI M.A.A. FATMI): (a) to (c) No, Sir. Central Vigilance Commission (CVC) had vide their last advice given in September, 2003 had advised closure of the case against the former Commissioner (KVS) and Joint Commissioner (Admn) KVS in the matter regarding recruitment of teachers of Kendriya Vidyalayas through Educational Consultant India Limited (Ed.CIL).

[*Translation*]

Pending Proposals of Urban Development

948. SHRI RAGHURAJ SINGH SHAKYA: Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) the proposals sent by the various State Governments particularly by the Governments of Bihar and Uttar Pradesh related to the centrally sponsored schemes of Urban Development which are lying pending as on date, State-wise; and

(b) the time by which a final decision is likely to be taken thereon?

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF URBAN DEVELOPMENT (SHRI GHULAM NABI AZAD): (a) The Ministry is implementing the following two centrally sponsored schemes:

(i) Integrated Development of Small and Medium Towns (IDSMT): Under the scheme, 48 new proposals duly approved by the respective State Level Sanctioning Committees and 28 proposals from ongoing towns are pending as on 6th July, 2004. The details of these towns, State-wise are given in Statement-I and II respectively.

No proposals from Bihar State is pending under the scheme. For Uttar Pradesh, proposals for 11 towns have been received.

(ii) Accelerated Urban Water Supply Programme (AUWSP): Under the scheme 58 proposals are pending as on 5th July, 2004. The details of proposals pending State-wise are given in Statement-III.

No proposals from Bihar State is pending under the scheme. One proposal of Uttar Pradesh State is pending under the scheme.

(b) Under the aforementioned schemes, the proposals are processed and Central assistance is released on a continuous basis. Moreover, the proposals are sanctioned subject to availability of funds as well as fulfilment of all the guidelines under the schemes by the State Government.

Statement I

New Pending Proposals Under IDSMT Scheme

Name of State

Sl.No.	Name of Town
1	2
Gujarat	
1.	Mangrol
2.	Jasdan
3.	Lunawada
4.	Rajula
5.	Dhari
6.	Gadhada
7.	Kalol
8.	Jamodhpur
9.	Salaya
10.	Tharad
11.	Talaja
12.	Devgadhbaria
13.	Kutiana
14.	Khadbrahma
15.	Dharampur
16.	Chanasma
17.	Talod
Himachal Pradesh	
1.	Santokhgarah
2.	Mehatpur

1	2
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Maharashtra

1. Pusad
2. Sinnar
3. Malkapur
4. Nandurbar
5. Sailu
6. Pandharkawada
7. Buldana
8. Washim
9. Hinghanghat
10. Satara
11. Achalpur
12. Amalner
13. Kalmeshwar
14. Wardha
15. Karad
16. Morshi
17. Katol

Punjab

1. Dinanagar

Uttar Pradesh

1. Unnao
2. Mahona
3. Lakhna
4. Dasna
5. Kakod
6. Atruali
7. Bharthana
8. Kuraoli
9. Raya
10. Farah
11. Sikandra Rao

Statement II*Pending ongoing Proposals under IDSMT Scheme**Name of State*

Sl.No.	Name of Town
1	2

Gujarat

1. Una
2. Umreth
3. Kheda
4. Limbdi
5. Dholka

Goa

1. Goa
2. Conacona

Himachal Pradesh

1. Jawalamukhi
2. Champa
3. Paontasahib

Maharashtra

1. Gangakhed
2. Satana
3. Umerkhed
4. Faizapur
5. Raver

Madhya Pradesh

1. Jhabua
2. Khurai

Rajasthan

1. Suratgarh

Tamil Nadu

1. Peravurani

1	2
2.	Sivakasi
3.	Lalgudi
4.	Thrukkattupalli
5.	Pudukottai
6.	Kalladaikurichi

1	2
West Bengal	
1.	Dubrajpur
2.	Purulia
3.	Egra
4.	Haldia

Statement III**Accelerated Urban Water Supply Programme (AUWSP)****List of Schemes Under Consideration as on 5.7.2004**

Sl.No.	Name of Town	District	Population (1991 census)	Estimated cost (Rs. Lakhs)
1	2	3	4	5
State: Goa				
1.	Concolim	South Goa	14973	551.18
State: Gujarat				
1.	Katpur	Bhavnagar	7088	43.65
2.	Devsar	Navsari	7626	107.8
3.	Talaja	Bhavnagar	17965	284.02
4.	Gariadhar	Bhavnagar	19723	447.39
5.	Meghraj	Sabarkantha	8287	93.46
6.	Mahuvar	Navsari	8129	55.86
7.	Pavijetpur	Vadodara	6466	75.81
8.	Jafrabad	Amreli	17539	341.87
9.	Vansada	Navsari	9728	137.33
10.	Umralla	Bhavnagar	9091	44.25
11.	Malpur	Sabarkantha	5325	65.20
12.	Umargam	Valsad	15481	105.82
13.	Sarubujarang	Navsari	6899	81.36
			139347	1863.62

1	2	3	4	5
State: Haryana				
1.	Chachrauli	Yamuna Nagar	7330	114.58
2.	Radaur	Yamuna Nagar	10163	128.88
3.	Niokheri	Karnal	13098	175.09
4.	Tarori	Karnal	16103	337.00
			46692	755.55
State: Himachal Pradesh				
1.	Narkanda	Shimla	687	73.09
2.	Bhuntar	Kullu	2970	357.48
3.	Bota	Hamirpur	1290	148.96
4.	Totai	Bilaspur	1515	84.03
			6462	663.56
State: Jammu & Kashmir				
1.	Nagar Parole	Kathua	5397	255.1
2.	Lekhanpur	Kathua	1162	147.64
3.	Kupwara	Kupwara	3072	705.00
4.	Achabal	Anantnag	3649	389.92
5.	Kulgam	Rajouri	8690	459.00
			21970	1956.66
State: Jharkhand				
1.	Dugdha	Bokaro	15204	169.29
2.	Hussainabad	Daltonganj	17294	219.45
3.	Galpharbari	Dhanbad	15507	347.31
4.	Manoharpur	Paschim Singhbhi	9947	77.76
5.	Basukinath	Dumka	11988	422.59
6.	Meru	Hazaribagh	6434	62.00
			76374	1298.40
State: Karnataka				
1.	Chittapur	Gulbarga	19767	820.28
2.	Naregal	Gadag	14566	128.24

1	2	3	4	5
3.	Pandavapura	Mandya	15998	473.06
4.	Shiralakoppa	Shimoga	12127	696.51
			62458	2118.09
State: Kerala				
1.	Thiruvangulam	Emakulam	18412	300
2.	Kedamangalam	Emakulam	18500	155
3.	Vedakkekara	Emakulam	18975	320
4.	Pattiam	Kannur	19074	1485.36
5.	Kottayam	Kannur	16526	—
			91487	2260.36
State: Maharashtra				
1.	Loha	Nanded	15865	881.95
2.	Nakoda	Chandrapur	7119	143.22
3.	Aheri	Gadchiroli	10979	255.6
4.	Malkapur	Kolhapur	5238	138.82
5.	Murum	Osmanabad	15870	386.24
6.	Kalamnuri	Hingoli	15736	160.48
7.	Panhala	Kolhapur	2968	60.85
8.	Mahabaleshwar	Satara	10564	483.22
9.	Pachgani	Satara	10558	994.98
10.	Shirur	Pune	18410	206.22
			113307	3711.58
State: Sikkim				
1.	Namchi	South	638	297.57
State: Tamilnadu				
1.	Kaveripakkam	North Arcot	12755	64.92
2.	Chettiyarpatti	Virudhunagar	11502	33.00
3.	Kuttuputhur	Trichy	14050	51.41
4.	Panapakkam	Vellore	8850	44.00
			47157	193.33
State: Uttar Pradesh				
1.	Bajna	Mathura	5528	50.51

*[English]***Inter State Dispute in Power Sharing**

949. SHRI DUSHYANT SINGH: Will the Minister of POWER be pleased to state:

(a) whether the Government propose to constitute a Tribunal for the settlement of Inter State dispute for sharing of Hydro Electric Power amongst the States;

(b) if so, the details thereof;

(c) whether the State Government of Rajasthan has lodged claims for sharing of power from the Anandpur Sahib, Mukerian Hydel Power Project, UBDC Stage-II and Shahpur Kandi Hydel Power Project;

(d) if so, the details thereof; and

(e) the steps taken by the Government to implement the inter-state agreement made in this regard?

THE MINISTER OF POWER (SHRI P.M. SAYEED):

(a) and (b) There is no proposal under consideration in the Ministry of Power to constitute a Tribunal for the settlement of Inter State disputes for sharing of Hydro Electric Power amongst States.

(c) and (d) In terms of Indus-Water treaty and consequent agreements on sharing of water of Satluj, Ravi and Beas rivers, the State Government of Rajasthan had lodged claims for sharing of power in Thein, Anandpur Sahib, Mukerian, UBDC Stage-II and Shahpur Kandi Hydro Projects developed by Punjab on these rivers.

(e) The issue has been discussed at various fora in the past. An Inter-state agreement was reached amongst the States of Punjab, Haryana, Rajasthan and Central Government in May, 1984 wherein it was agreed that the Government of India shall refer the matter, regarding sharing of power from the above mentioned projects, to the Supreme Court for its opinion. In order to resolve the inter-state disputes concerning these projects, in an amicable manner, a number of formal and information discussions have taken place since 1984.

The State of Himachal Pradesh (HP) is claiming a share of 7.19% against 2.5% share of power from Bhakra and Beas Projects on the basis of population transferred to Himachal Pradesh in November, 1966. HP is also demanding 12% sharing of free power from Bhakra and Beas Projects due to distress caused to it. It has filed a

suit in the Supreme Court in the year 1996 praying for a decree for a sum of Rs. 2199.77 crores in respect of the above two claims. The matter is subjudice.

12.01 hrs.

PAPERS LAID ON THE TABLE*[Translation]*

THE MINISTER OF CHEMICALS AND FERTILIZERS AND MINISTER OF STEEL (SHRI RAM VILAS PASWAN): Mr. Speaker, Sir, I beg to lay on the Table a copy each of the following papers (Hindi and English versions):—

- (1) Memorandum of Understanding between the Steel Authority of India Limited and the Ministry of Steel for the year 2004-2005.

[Placed in Library. *See* No. LT 133/04]

- (2) Memorandum of Understanding between the Sponge Iron India Limited and the Ministry of Steel for the year 2004-2005.

[Placed in Library. *See* No. LT 134/04]

- (3) Memorandum of Understanding between the Kudremukh Iron Ore Company Limited and the Ministry of Steel for the year 2004-2005.

[Placed in Library. *See* No. LT 135/04]

[English]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF URBAN DEVELOPMENT (SHRI GHULAM NABI AZAD): I beg to lay on the Table—

- (1) (i) A copy of the Annual Accounts (Hindi and English versions) of the National Capital Region Planning Board, New Delhi, for the year 2001-02, together with Audit Report thereon.
- (ii) A copy of the Review (Hindi and English versions) of the Government on the Audited Accounts of the National Capital Region Planning Board, New Delhi, for the year 2001-2002.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. *See* No. LT 136/04]

THE MINISTER OF STATE OF THE MINISTRY OF URBAN EMPLOYMENT AND POVERTY ALLEVIATION (KUMARI SELJA): I beg to lay on the Table—

- (1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956:—
 - (i) Review by the Government of the working of the Hindustan Prefab Limited, New Delhi, for the year 2002-2003.
 - (ii) Annual Report of the Hindustan Prefab Limited, New Delhi, for the year 2002-2003, alongwith Audited Accounts and comments of the Comptroller and Auditor General thereon.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. *See* No. LT 137/04]

[*Translation*]

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MANIKRAO HODLYA GAVIT): Sir, I beg to lay on the Table a copy of the 33rd Annual Assessment Report (Hindi and English versions) regarding progress for accelerating the Spread and Development of Hindi and its progressive use for the various Official purposes of the Union and its implementation for the year 2001-2002.

[Placed in Library. *See* No. LT 138/04]

[*English*]

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI SHRIPRAKASH JAISWAL): I beg to lay on the Table—

- (1) A copy of the Border Security Force, Combatised Head Constable (Ministerial) and Assistant Sub-Inspector (Steno) Recruitment Rules, 2004 (Hindi and English versions) published in Notification No. G.S.R. 36 in Gazette of India dated the 28th January, 2004 under sub-section (3) of section 141 of the Border Security Force Act, 1968.

[Placed in Library. *See* No. LT 139/04]

- (2) A copy each of the following Notifications (Hindi and English versions) under sub-section (3) of section 22 of the Central Industrial Security Force Act, 1968.
 - (i) The Central Industrial Security Force, Assistant Commandant (Junior Administrative Officer), Recruitment Rules, 2003 published in Notification No. G.S.R. 413 in Gazette of India dated the 29th November, 2003.
 - (ii) The Central Industrial Security Force Group "A" and "B" Civilian Gazetted Posts Recruitment (Amendment) Rules, 2004 published in Notification No. G.S.R. 155(E) in Gazette of India dated the 28th February, 2004.
- (3) Two statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above.

[Placed in Library. *See* No. LT 140/04]

THE MINISTER OF STATE IN THE MINISTRY OF RURAL DEVELOPMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRIMATI SURYAKANTA PATIL): I beg to lay on the Table—

- (1) A copy each of the following statements (Hindi and English versions) showing action taken by the Government on the assurances, promises and undertakings given by the Ministers during the various sessions of Eighth, Ninth, Tenth, Eleventh, Twelfth and Thirteenth Lok Sabhas:—

EIGHTH LOK SABHA

- (i) Statement No. XLVI Tenth Session, 1988
[Placed in Library. *See* No. LT 141/04]
- (ii) Statement No. XLVI Thirteenth Session, 1989
[Placed in Library. *See* No. LT 142/04]

NINTH LOK SABHA

- (iii) Statement No. XLXIII Second Session, 1990
[Placed in Library. *See* No. LT 143/04]

TENTH LOK SABHA

- (iv) Statement No. LI First Session, 1991
[Placed in Library. *See* No. LT 144/04]
- (v) Statement No. XLVII Third Session, 1992
[Placed in Library. *See* No. LT 145/04]
- (vi) Statement No. XLIV Fourth Session, 1992
[Placed in Library. *See* No. LT 146/04]
- (vii) Statement No. XXXVI Fifth Session, 1993
[Placed in Library. *See* No. LT 147/04]
- (viii) Statement No. XLIV Sixth Session, 1993
[Placed in Library. *See* No. LT 148/04]
- (ix) Statement No. XL Eighth Session, 1993
[Placed in Library. *See* No. LT 149/04]
- (x) Statement No. XXXIV Ninth Session, 1994
[Placed in Library. *See* No. LT 150/04]
- (xi) Statement No. XXX Twelfth Session, 1994
[Placed in Library. *See* No. LT 151/04]
- (xii) Statement No. XXXIII Thirteenth Session, 1995
[Placed in Library. *See* No. LT 152/04]
- (xiii) Statement No. XXV Fifteenth Session, 1995
[Placed in Library. *See* No. LT 153/04]
- ELEVENTH LOK SABHA
- (xiv) Statement No. XXXI Fourth Session, 1997
[Placed in Library. *See* No. LT 154/04]
- (xv) Statement No. XXVI Sixth Session, 1997
[Placed in Library. *See* No. LT 155/04]
- TWELFTH LOK SABHA
- (xvi) Statement No. XXXII Second Session, 1998
[Placed in Library. *See* No. LT 158/04]
- (xvii) Statement No. XXVI Third Session, 1998
[Placed in Library. *See* No. LT 157/04]

- (xviii) Statement No. XXVII Fourth Session, 1999
[Placed in Library. *See* No. LT 158/04]

THIRTEENTH LOK SABHA

- (xix) Statement No. XXVI Second Session, 1999
[Placed in Library. *See* No. LT 159/04]
- (xx) Statement No. XXVI Third Session, 2000
[Placed in Library. *See* No. LT 160/04]
- (xxi) Statement No. XXI Fourth Session, 2000
[Placed in Library. *See* No. LT 161/04]
- (xxii) Statement No. XX Fifth Session, 2000
[Placed in Library. *See* No. LT 162/04]
- (xxiii) Statement No. XIX Sixth Session, 2001
[Placed in Library. *See* No. LT 163/04]
- (xxiv) Statement No. XVII Seventh Session, 2001
[Placed in Library. *See* No. LT 164/04]
- (xxv) Statement No. XIV Eighth Session, 2001
[Placed in Library. *See* No. LT 165/04]
- (xxvi) Statement No. XII Ninth Session, 2002
[Placed in Library. *See* No. LT 166/04]
- (xxvii) Statement No. IX Tenth Session, 2002
[Placed in Library. *See* No. LT 167/04]
- (xxviii) Statement No. VII Eleventh Session, 2002
[Placed in Library. *See* No. LT 168/04]
- (xxix) Statement No. V Twelfth Session, 2003
[Placed in Library. *See* No. LT 169/04]
- (xxx) Statement No. II Thirteenth Session, 2003
[Placed in Library. *See* No. LT 170/04]

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF
HUMAN RESOURCE DEVELOPMENT (SHRIMATI KANTI

SINGH): Mr. Speaker, Sir, on behalf of Shri M.A.A. Fatmi I beg to lay on the Table—

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Jawaharlal Nehru University, New Delhi, for the year 2002-2003.
- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Jawaharlal Nehru University, New Delhi, for the year 2002-2003.
- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. *See* No. LT 171/04]

- (3) (i) A copy of the Annual Report (Hindi and English versions) of the Rashtriya Sanskrit Vidyapeetha, Tirupati, for the year 2002-2003, alongwith Audited Accounts.
- (ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the Rashtriya Sanskrit Vidyapeetha, Tirupati, for the year 2002-2003.
- (4) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library. *See* No. LT 172/04]

- (5) (i) A copy of the Annual Report (Hindi and English versions) of Shri Lal Bahadur Shastri Rashtriya Sanskrit Vidyapeetha, New Delhi, for the year 2002-2003.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of Shri Lal Bahadur Shastri Rashtriya Sanskrit Vidyapeetha, New Delhi, for the year 2002-2003, together with Audit Report thereon.
- (iii) Statement regarding Review (Hindi and English versions) by the Government of the working of Shri Lal Bahadur Shastri Rashtriya Sanskrit Vidyapeetha, New Delhi, for the year 2002-2003.

- (6) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (5) above.

[Placed in Library. *See* No. LT 173/04]

- (7) (i) A copy of the Annual Report (Hindi and English versions) of the Auroville Foundation, Auroville, for the year 2002-2003.
- (ii) A copy of the Annual Accounts (Hindi and English versions) of the Auroville Foundation, Auroville, for the year 2002-2003, together with Audit Report thereon.
- (iii) A copy of the Review (Hindi and English versions) by the Government of the working of the Auroville Foundation, Auroville, for the year 2002-2003.
- (8) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (7) above.

[Placed in Library. *See* No. LT 174/04]

- (9) A copy each of the following Notifications (Hindi and English versions) under section 28 of the University Grants Commission Act, 1956:—
 - (i) The University Grants Commission (Establishment of and maintenance of Standards in Private Universities) Regulations, 2003 published in Notification No. 52 in Gazette of India dated the 27th December, 2003.
 - (ii) The University Grants Commission (Admission to specified professional programme) Interim Regulations, 2003 published in Notification No. 2 in Gazette of India dated the 10th January, 2004.
- (10) A copy of the Notification No. 5 (Hindi and English versions) published in Gazette of India dated the 31st January, 2004 specifying the nomenclature of degrees mentioned in the Notification issued under sub-section (3) of section 22 of the University Grants Commission Act, 1956.

[Placed in Library. *See* No. LT 175/04]

[*English*]

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI S.S. PALANIMANICKAM): I beg to lay on the Table—

- (1) A copy each of the following Reports (Hindi and English versions) under article 151(1) of the Constitution:—

- (i) Report of the Comptroller and Auditor General of India—Union Government (No. 1 of 2004)—Accounts of the Union Government for the year ended March, 2003.
- (ii) Report of the Comptroller and Auditor General of India—Union Government (No. 2 of 2004)—Transaction Audit Observations for the year ended March, 2003.
- (iii) Report of the Comptroller and Auditor General of India—Union Government (No. 3 of 2004)—Performance Appraisal for the year ended March, 2003.
- (iv) Report of the Comptroller and Auditor General of India—Union Government (No. 4 of 2004) (Civil)—Autonomous Bodies for the year ended March, 2003.
- (v) Report of the Comptroller and Auditor General of India—Union Government (No. 5 of 2004)—(Scientific Departments) for the year ended March, 2003.
- (vi) Report of the Comptroller and Auditor General of India—Union Government (No. 6 of 2004) (Defence Services)—Army and Ordnance Factories for the year ended March, 2003.
- (vii) Report of the Comptroller and Auditor General of India—Union Government (No. 7 of 2004) (Defence Services)—Air Force and Navy for the year ended March, 2003.
- (viii) Report of the Comptroller and Auditor General of India—Union Government (No. 10 of 2004)—(Indirect Taxes—Cutoms) for the year ended March, 2003.
- (ix) Report of the Comptroller and Auditor General of India—Union Government (No. 11 of 2004) (Indirect Taxes—Central Excise and Service Tax) for the year ended March, 2003.
- (x) Report of the Comptroller and Auditor General of India—Union Government (No. 12 of 2004)—(Direct Taxes) for the year ended March, 2003.
- (xi) Report of the Comptroller and Auditor General of India—Union Government (No. 13 of 2004) (Direct Taxes)—System Appraisals for the year ended March, 2003.
- (xii) Report of the Comptroller and Auditor General of India—Union Government (No. 14 of 2004)—Performance Appraisal for the year ended March, 2003.
- (xiii) Report of the Comptroller and Auditor General of India—Union Government (No. 15 of 2004)—Performance Appraisal for the year ended March, 2003.
- [Placed in Library. *See* No. LT 176/04]
- (2) A copy of the Appropriation Accounts (Postal Services)—Union Government—for the year 2002-2003 (Hindi and English versions).
- [Placed in Library. *See* No. LT 177/04]
- (3) A copy of the Appropriation Accounts of the Defence Services—Union Government—for the year 2002-2003 (Hindi and English versions).
- [Placed in Library. *See* No. LT 178/04]
- (4) A copy of the Appropriation Accounts (Civil)—Union Government—for the year 2002-2003 (Hindi and English versions).
- [Placed in Library. *See* No. LT 179/04]
- (5) A copy of the Union Government—Finance Accounts for the year 2002-2003 (Hindi and English versions).
- [Placed in Library. *See* No. LT 180/04]
- [*Translation*]
- THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRIMATI KANTI SINGH): Mr. Speaker, Sir, I beg to lay on the Table:—
- (1) (i) A copy of the Annual Report (Hindi and English versions) of the National Institute of Public Cooperation and Child Development, New Delhi, for the year 2002-2003, along with Audited Accounts.
- (ii) Statement regarding Review (Hindi and English versions) by the Government of the working of the National Institute of Public Cooperation and Child Development, New Delhi, for the year 2002-2003.

- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. *See* No. LT 181/04]

12.02 hrs.

ELECTIONS TO COMMITTEES

(i) Committee on Estimates

[*English*]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF URBAN DEVELOPMENT (SHRI GHULAM NABI AZAD): I beg to move:

"That the members of this House do proceed to elect, in the manner required by sub-rule (1) of Rule 311 of the Rules of Procedure and Conduct of Business in Lok Sabha, thirty members from among themselves to serve as members of the Committee on Estimates for the term ending on the 30th April, 2005."

MR. SPEAKER: The question is:

"That the members of this House do proceed to elect, in the manner required by sub-rule (1) of Rule 311 of the Rules of Procedure and Conduct of Business in Lok Sabha, thirty members from among themselves to serve as members of the Committee on Estimates for the term ending on the 30th April, 2005."

The motion was adopted.

(ii) Committee on Public Accounts

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF URBAN DEVELOPMENT (SHRI GHULAM NABI AZAD): I beg to move:

"That the members of this House do proceed to elect, in the manner required by sub-rule (1) of Rule 309 of the Rules of Procedure and Conduct of Business in Lok Sabha, fifteen members from among themselves to serve as members of the Committee on Public Accounts for the term ending on the 30th April, 2005."

MR. SPEAKER: The question is:

"That the members of this House do proceed to elect, in the manner required by sub-rule (1) of Rule 309 of the Rules of Procedure and Conduct of Business in Lok Sabha, fifteen members from among themselves to serve as members of the Committee on Public Accounts for the term ending on the 30th April, 2005."

The motion was adopted.

SHRI GHULAM NABI AZAD: I beg to move:

"That this House do recommend to Rajya Sabha that Rajya Sabha do agree to nominate seven members from Rajya Sabha for being associated with the Committee on Public Accounts of the House for the term ending on the 30th April, 2005 and do communicate to this House the names of the members so nominated by Rajya Sabha."

MR. SPEAKER: The question is:

"That this House do recommend to Rajya Sabha that Rajya Sabha do agree to nominate seven members from Rajya Sabha for being associated with the Committee on Public Accounts of the House for the term ending on the 30th April, 2005 and do communicate to this House the names of the members so nominated by Rajya Sabha."

The motion was adopted.

(iii) Committee on Public Undertakings

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF URBAN DEVELOPMENT (SHRI GHULAM NABI AZAD): Sir, I beg to move the following:—

"That the members of this House do proceed to elect, in the manner required by sub-rule (1) of Rule 312B of the Rules of Procedure and Conduct of Business in Lok Sabha, fifteen members from among themselves to serve as members of the Committee on Public Undertakings for the term ending on the 30th April, 2005."

MR. SPEAKER: The question is:

"That the members of this House do proceed to elect, in the manner required by sub-rule (1) of Rule 312B of the Rules of Procedure and Conduct of Business

in Lok Sabha, fifteen members from among themselves to serve as members of the Committee on Public Undertakings for the term ending on the 30th April, 2005."

The motion was adopted.

SHRI GHULAM NABI AZAD: Sir, I beg to move the following:

"That this House do recommend to Rajya Sabha that Rajya Sabha do agree to nominate seven members from Rajya Sabha for being associated with the Committee on Public Undertakings of the House for the term ending on the 30th April, 2005 and do communicate to this House the names of the members so nominated by Rajya Sabha."

MR. SPEAKER: The question is:

"That this House do recommend to Rajya Sabha that Rajya Sabha do agree to nominate seven members from Rajya Sabha for being associated with the Committee on Public Undertakings of the House for the term ending on the 30th April, 2005 and do communicate to this House the names of the members so nominated by Rajya Sabha."

The motion was adopted.

(iv) Committee on the Welfare of Scheduled Castes and Scheduled Tribes

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF URBAN DEVELOPMENT (SHRI GHULAM NABI AZAD): Sir, I beg to move the following:—

"That the members of this House do proceed to elect, in the manner required by sub-rule (1) of Rule 331B of the Rules of Procedure and Conduct of Business in Lok Sabha, twenty members from among themselves to serve as members of the Committee on the Welfare of Scheduled Castes and Scheduled Tribes for the term ending on the 30th April, 2005."

MR. SPEAKER: The question is:

"That the members of this House do proceed to elect, in the manner required by sub-rule (1) of Rule 331B of the Rules of Procedure and Conduct of Business in Lok Sabha, twenty members from among themselves to serve as members of the Committee on the Welfare of Scheduled Castes and Scheduled Tribes for the term ending on the 30th April, 2005."

The motion was adopted.

SHRI GHULAM NABI AZAD: I beg to move the following:

"That this House do recommend to Rajya Sabha that Rajya Sabha do agree to nominate ten members from Rajya Sabha for being associated with the Committee on the Welfare of Scheduled Castes and Scheduled Tribes of the House for the term ending on the 30th April, 2005 and to communicate to this House the names of the members so nominated by Rajya Sabha."

MR. SPEAKER: The question is:

"That this House do recommend to Rajya Sabha that Rajya Sabha do agree to nominate ten members from Rajya Sabha for being associated with the Committee on the Welfare of Scheduled Castes and Scheduled Tribes of the House for the term ending on the 30th April, 2005 and to communicate to this House the names of the members so nominated by Rajya Sabha."

The motion was adopted.

(v) Court of University of Delhi

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): Sir, I beg to move the following:

"That in pursuance of statute 2 (1) (xix) and (3) of the Statutes of the University of Delhi, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Court of the University of Delhi, subject to the other provisions of the Statutes. The members so elected shall not be the employees of the University of Delhi or of a recognised College or Institution of that University."

MR. SPEAKER: The question is:

"That in pursuance of statute 2 (1) (xix) and (3) of the Statutes of the University of Delhi, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Court of the University of Delhi, subject to the other provisions of the Statutes. The members so elected shall not be the employees of the University of Delhi or of a recognised College or Institution of that University."

The motion was adopted.

(vi) Advisory Council of Delhi Development Authority

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF URBAN DEVELOPMENT (SHRI GHULAM NABI AZAD): Sir, I beg to move the following:—

"That in pursuance of section 5 (2) (h) of the Delhi Development Act, 1957, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Advisory Council of the Delhi Development Authority for a term of four years, subject to the other provisions of the said Act."

MR. SPEAKER: The question is:

"That in pursuance of section 5 (2) (h) of the Delhi Development Act, 1957, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Advisory Council of the Delhi Development Authority for a term of four years, subject to the other provisions of the said Act."

The motion was adopted.

(vii) Rajghat Samadhi Committee

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF URBAN DEVELOPMENT (SHRI GHULAM NABI AZAD): Sir, I beg to move the following:—

"That in pursuance of section 4 (1) (d) of the Rajghat Samadhi Act, 1951, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Rajghat Samadhi Committee for the term commencing from the date of notification by the Government, subject to the other provisions of the said Act."

MR. SPEAKER: The question is:

"That in pursuance of section 4 (1) (d) of the Rajghat Samadhi Act, 1951, the members of this House do proceed to elect, in such manner as the Speaker may direct, two members from among themselves to serve as members of the Rajghat Samadhi Committee for the term commencing from the date of notification by the Government, subject to the other provisions of the said Act."

The motion was adopted.

(viii) Court of Aligarh Muslim University

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): Sir, I beg to move the following:—

"That in pursuance of clauses 1 (xxiv) and 2 of statute 14 of the Statutes of Aligarh Muslim University, the members of this House do proceed to elect, in such manner as the Speaker may direct, six members from among themselves to serve as members of the Court of the Aligarh Muslim University, subject to other provisions of the Statutes. The members so elected shall not be the employees of the University and shall hold office for a term of three years."

MR. SPEAKER: The question is:

"That in pursuance of clauses 1 (xxiv) and 2 of statute 14 of the Statutes of Aligarh Muslim University, the members of this House do proceed to elect, in such manner as the Speaker may direct, six members from among themselves to serve as members of the Court of the Aligarh Muslim University, subject to other provisions of the Statutes. The members so elected shall not be the employees of the University and shall hold office for a term of three years."

The motion was adopted.

(ix) Committee on Official Language

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI MANIKRAO HODLYA GAVIT): Sir, on behalf of Shri Shivraj V. Patil, I beg to move the following:

"That in pursuance of section 4(2) of the Official Languages Act, 1963, the members of Lok Sabha do proceed to elect, in accordance with the system of proportional representation by means of the single transferable vote, twenty members from among themselves to be members of the Committee to review the progress made in the use of Hindi for the official purposes of the Union and submit a report to the President making recommendations thereon in accordance with section 4(3) of the said Act."

[English]

MR. SPEAKER: The question is:

"That in pursuance of section 4(2) of the Official Languages Act, 1963, the Members of Lok Sabha do proceed to elect, in accordance with the system of proportional representation by means of the single transferable vote, twenty members from among themselves to be members of the Committee to re-view the progress made in the use of Hindi for the official purposes of the Union and submit a report to the President making recommendations thereon in accordance with section 4(3) of the said Act."

The motion was adopted.

[English]

MR. SPEAKER: Now, I come to matters relating to urgent public importance. Prof. Rasa Singh Rawat, if you can go there, you can speak, otherwise you cannot.

...(Interruptions)

[Translation]

MR. SPEAKER: I ask him to speak and he says that he is not given the chance to speak.

...(Interruptions)

MR. SPEAKER: I have called him, he belongs to your party.

...(Interruptions)

[English]

MR. SPEAKER: Unless the hon. Members go to their seats, I will not allow you to speak.

...(Interruptions)

[Translation]

SHRI ANANT GANGARAM GEETE (Ratnagiri): Hon'ble Prime Minister should come out with a statement regarding drought situation in Maharashtra. ... (Interruptions) Maharashtra in facing severe drought, we want the hon'ble Prime Minister to make a statement in the House on it. ... (Interruptions)

[English]

MR. SPEAKER: I cannot compel anybody.

...(Interruptions)

[Translation]

MR. SPEAKER: This is your House, if you don't let the proceedings to go, let it be so.

...(Interruptions)

[English]

MR. SPEAKER: What are you talking?

...(Interruptions)

MR. SPEAKER: I cannot compel the Prime Minister to come.

...(Interruptions)

MR. SPEAKER: I have called Prof. Rasa Singh Rawat to make his submission.

...(Interruptions)

[Translation]

PROF. RASA SINGH RAWAT (Ajmer): Mr. Speaker, Sir, Rajasthan is reeling under severe drought. Crores of people of Rajasthan worked hard to dig up Indira Gandhi canal. ... (Interruptions) the water of this canal has been stopped. ... (Interruptions)

MR. SPEAKER: I cannot compel Prime Minister to come to the House.

...(Interruptions)

[English]

MR. SPEAKER: He is raising a very important issue. You are not allowing him to speak.

...(Interruptions)

MR. SPEAKER: He is raising a very important issue.

12.14 hrs.

(At this stage, Shri Prakash Paranjpe and some other hon. Members sat on the floor near the Table.)

MR. SPEAKER: Prof. Rasa Singh Rawat, are you raising your issue?

...(Interruptions)

MR. SPEAKER: I cannot compel anybody. Show me the rule under which I can compel him!

...(Interruptions)

MR. SPEAKER: The hon. Minister of Parliamentary Affairs is here. He will convey your feelings to the hon. Prime Minister.

...(Interruptions)

MR. SPEAKER: The House stands adjourned to meet again at 2 p.m.

12.16 hrs.

The Lok Sabha then adjourned till Fourteen of the Clock.

14.00 hrs.

The Lok Sabha re-assembled at Fourteen of the Clock.

[SHRI GIRIDHAR GAMANG *in the Chair*]

[English]

MR. CHAIRMAN: Now, we shall take up Matters under Rule 377.

Shri S.P.Y. Reddy,

...(Interruptions)

[Translation]

SHRI ANANT GANGARAM GEETE (Ratnagiri): Mr. Chairman, Sir, hon'ble Prime Minister should come out with a statement regarding drought situation in Maharashtra. ...(Interruptions) Today farmers are dying there. ...(Interruptions) A package should be given to Maharashtra in this regard. ...(Interruptions)

14.01 hrs.

MATTERS UNDER RULE 377

- (i) Need to help farmers of Rayalaseema and Telangana regions of Andhra Pradesh in setting up rain water harvesting techniques for irrigation

[English]

SHRI S.P.Y. REDDY (Nandyal): Sir, the farmers in Andhra Pradesh especially in Rayalaseema and Telangana

are committing suicides and the numbers are increasing day by day.

The reasons are not many. The farmers are facing drought situation for the last three years. Even though rainfall in the area is near normal, the distribution of rainfall is bad and playing havoc. Normally, a crop requires four to five rains. The Rain God is giving three or four rains. One or two rains are missing causing heavy financial loss. Hence, the farmer requires one or two life saving irrigation.

In order to enable the farmer to have the above said irrigation, the farmer should harvest the water and store for the needy time.

The farmers are advised to earmark 10 per cent of the land floored by Cuddapah slabs and collect the rainwater in a polyethylene lined/cement lined pit.

This water can be sprayed by sprinkler-gun to save the crop and get full and guaranteed yield.

MR. CHAIRMAN: Shri Avtar Singh Bhadana.

...(Interruptions)

[Translation]

MR. CHAIRMAN: Just now matters under Rule 377 are being discussed.

...(Interruptions)

14.02 hrs.

(At this stage Shri Shrichand Kriplani and some other hon'ble Members came and stood on the floor near the Table.)

[English]

MR. CHAIRMAN: Please go back to your seats.

...(Interruptions)

- (ii) Need to undertake repair work on the National Highway between Paswan Chowk and Musarigharari *via* Jandaha in Hajipur, Bihar and also strengthen the bridges on Baya and Noon rivers

[Translation]

SHRI ALOK KUMAR MEHTA (Samastipur): Mr. Chairman, Sir, road from Paswan Chowk to Musarigharari

[Shri Alok Kumar Mehta]

via Jandaha in Hajipur, Bihar, as per my information, earlier was under R.E.O. Bihar, was declared as National Highways in 2001. However, this road is still in a very poor condition. Repair work has not been undertaken on it. Also the bridges enroute on two rivers Baya and Noon are in dilapidated condition and may collapse at any time.

Therefore, through you, I request the hon'ble Minister to get the said road and bridges repaired by the arrangements for permanent construction should be made at the earliest. *...(Interruptions)*

[English]

MR. CHAIRMAN: The remaining Matters under Rule 377 listed for the day will be treated as laid on the Table of the House.

...(Interruptions)

- (iii) **Need to solve the problems being faced by farmers in Faridabad and Mewat regions in Haryana owing to inadequate irrigation facilities**

[Translation]

*SHRI AVTAR SINGH BHADANA (Faridabad): Sir, my Constituency, Faridabad and Mewat region under it is facing grave water crisis. This region is neither getting water from Agra canal nor from Gurgaon canal. Earlier water used to be supplied here from Agra Canal. However during the last few years the water supply to the canal is either completely stopped or released in miniscule events. Consequently the crops and livestock are being affected adversely causing a lot of losses due to which there is acute resentment among the farmers of the region and they are bent upon to destroy the Agra Canal. Hence I request the hon. Minister of Water Resources to make arrangement for adequate water supply for the Faridabad-Mewat region and also to implement the rivers interlinking projects of the Union Government in the interest of Haryana.

- (iv) **Need to take steps to strengthen the working of Co-operative Banks in Gujarat**

[English]

*SHRI DINSHA PATEL (Kaira): A number of cooperative banks in Gujarat have become weakened on

*Speech was laid on the Table.

account of Madhupura Coop. Bank going bust. Hundreds of businesses and industries have gone down to the bottom. So have depositors. I urge the Government to prepare a very comprehensive package to help out the victims and to also strengthen the weakened banks.

- (v) **Need to depute a central medical team to visit Andipetti area of Periakulam Parliamentary Constituency in Tamil Nadu to study the diseases prevalent there owing to unsafe drinking water**

*SHRI J.M. AARON RASHID (Pariyakulam): In my Parliamentary constituency Periakulam No. 25, in Andipetti Sedapatti area of District Theni, Tamil Nadu, the drinking water available there is most unhygienic and unfit for consumption. The quantity of fluoride in the water is very high with the result that the teeth of young people as well as of children get decayed early and the eye sights also become weak thus forcing them use spectacles in early age. Due to bad condition and high quantity of fluoride in the drinking water, the people have to go to hill areas of Varasunadu at a distance of 2-3 Kms. to fetch drinking water causing lot of hardships to them.

I request that the Government send a team of doctors and experts to visit the area and carry out detailed investigation about the disease prevailing there and the Central Government should make special arrangements for providing safe drinking water to the people of the area.

- (vi) **Need to construct embankments on rivers in Maharajganj, Uttar Pradesh with a view to protect it from flood water of rivers originating from Nepal**

[Translation]

*SHRI PANKAJ CHOUDHARY (Maharajganj, U.P.): Several rivers originating from Bihar flow through my Constituency Maharajganj. However the flood in these rivers cause the water to inundate Maharajganj causing losses to crops and livestock. If the banks of the rivers in Maharajganj are widened and embankments are constructed thereon the waters of the rivers originating from Maharajganj can be utilised and Maharajganj can be saved from the fury of flood.

Hence, I request the Government to construct the embankment on these rivers immediately and the banks of the rivers be widened so that the heavy damage being caused by flood water to Maharajganj could be checked and the flood water could be utilised.

*Speech was treated as laid on the Table.

(vii) Need to construct a by-pass at Shajapur and four-lane road between Shajapur and Dewas in Madhya Pradesh

*SHRI THAWAR CHAND GEHLOT (Shajapur): The patch of Agra, Mumbai National Highway No. 3 between Shajapur and Dewas in Madhya Pradesh is in delapidated condition. The road is extremely narrow and most of the bridges and culverts are extremely narrow and in delapidated condition. There are several pits in the roads. The repair work was undertaken after repeated requests but the road is still in a bad condition. There is a need to make this stretch of highway between Shajapur and Dewas fourlaned in view of the heavy traffic on road and also to construct bypass on Shajapur. I demand from the Government to sanction the said work.

(viii) Need to upgrade and improve the condition of road between Sukinda and Dubri crossing and four-laning the road between Panikoili and Barbil in Orissa as a part of the ongoing National Highway Project in the State

[English]

*SHRI ANANTA NAYAK (Keonjhar): Paradip Port caters to the hinterland, rich with iron ore and chrome ore resources of Orissa, particularly Gandhamardan, Joda, Barbil areas and Sukinda valley in that State. The distance between Panikoili and Barbil is 190 Kms. and Sukinda to Dubri crossing is 42 Kms. These roads are in a very bad shape and require immediate upgradation and improvement to at least four lane roads.

The National Highway Authority of India (NHAI) have recently decided to enhance the road connectivity to Paradip by four laning NH-5A from Chandikhole to Paradip. Four laning of NH-5A will not fully satisfy the purpose of port connectivity project as the road connecting the mines to the National Highway network also need to be upgraded so as to provide road connectivity between the port and the mines in the hinterlands.

I request the Government that the roads from Sukinda to Dubri crossing be upgraded and the ongoing National Highway Project from Panikoili to Barbil be made four lane.

(ix) Need to extend canteen and medical facilities to retired employees of para-military forces in the country

[Translation]

*SHRI BACHI SINGH RAWAT 'BACHDA' (Almora): Uttaranchal is a land of soldiers. A large number of retired persons who have served in army and paramilitary forces are living their post retirement lives in several areas of Uttaranchal.

*Speech was treated as laid on the Table.

During there service the soldiers in the army and those serving in paramilitary forces get the facilities of canteen, free medical facilities and the residence. The retired soldiers of the army continue to enjoy the canteen and medical facilities even after their retirement but the personnels of the paramilitary forces do not get these facilities post retirement due to which a feeling of discontent is prevailing in the minds of the retired personnels of the paramilitary forces due to this discrimination.

I demand the Union Government to pay attention in this regard and extend the medical and canteen facilities to retired employes of paramilitary forces.

(x) Need to amend I.R.D.A. rules to provide insurance cover to small boat owners in the country particularly in Kerala

[English]

*SHRI ABDULLAKUTTY (Cannanore): Today I would like to call the attention of the House through you on a burning issue regarding insurance cover not being made available to the small boat owners.

Respected Sir, in our country big ships, houses, vehicles, etc. are being insured but the small boat owners are deprived of the privilege because of lacunae in the I.R.D.A. Rules. Even in the earlier British era people used to travel by using these very small boats, but now they are the lot that are being neglected.

I, therefore, request the Central Government that the rules pertaining to the insurance of boats/ships should be amended so as to include these small boat owners/fishermen to avail the benefit to insurance and lead a happy life in the years to come.

(xi) Need to release funds to the Government of Uttar Pradesh for enabling settlement of dues to sugarcane growers in the State

[Translation]

*SHRIMATI JAYAPARDA (Rampur): The production of sugar in the country has been declining over the last few years due to which the prices of sugar are increasing and the price of sugar has sore to Rs. 16 per kilogram from Rs. 13 per kilogram during the last 6 months. On the other hand production is also decreasing. The production of sugar in 2003-2004 was 140 lakh tonnes vis-a-vis 201 lakh tonnes in 2002-2003. Similarly a quantity of 56 lakh tonnes of sugar was produced in Uttar Pradesh in 2002-03 and the production reduced to only 46 lakh

*Speech was treated as laid on the Table.

[Shrimati Jayaprada]

tonnes in 2003-04 despite Uttar Pradesh being the largest sugarcane growing State in the country. The sugarcane growing farmer is worst hit due to this mentality of the sugar industry. They have to bear losses both ways. In case of surplus crop they have to burn their crops and in case of lesser production they have to wait for the recovery of their dues from the sugar mills. Hundreds of crores of money of the sugarcane growing farmers is outstanding against the sugar mills even today.

Hence I urge upon the Government to release an amount of 522 crores rupees for Uttar Pradesh for enabling sugar mills to settle the dues of sugarcane growers.

(xii) Need to ensure proper functioning of telephone services in Banda and Fatehpur districts of Uttar Pradesh

*SHRI MAHENDRA PRASAD NISHAD (Fatehpur): Most of the telephone exchanges of the telecommunication sub-centers Fatehpur, Khokredu, Asodhar, Therianv, Lalloli, Bindaki, Gajipur, Hussainganj in my Constituency district Fatehpur and Tindwari, Chilla, Pilani, Jaspura, Matoudh of district Banda in Uttar Pradesh remain out of order most of the time due to which the activities of the people are adversely affected in these two districts. The life of the business class and the daily life of the people has been affected worse. The condition in district Fatehpur is so dismal that in case of the cut down for electric supply communications remain stranded for hours together.

Hence, I demands from the hon. Minister of Communications to ensure proper functioning of telephone services in Banda and Fatehpur districts of Uttar Pradesh and take necessary action in regard thereto so that the common man could be benefited of the telephone services.

(xiii) Need to conduct a fresh survey to assess the viability of constructing a rail line between Pune and Nasik in Maharashtra

[English]

*SHRI SHIVAJI ADHALRAO PATIL (Khed): The survey for construction of railway line between Pune and Nasik was carried out in 2001 for about 265 kms. long line and an amount of Rs. 1044 crore was spent on this survey. But the work on the project has not commenced till date. The survey team has projected a wrong route of this line and in their report it has been recommended

*Speech was laid on the Table.

that this line has negative ROR. Thus, this line was deferred. Sir, I request the Railway Minister, to give personal attention to this demand as the same would go a long way in promoting industrial development, facilitating transportation of agricultural products from my area. There are many sugar factories in the area and trading of onions and potatoes takes place on a large scale in this area. Opening of these new routes will help them immensely in transportation of their products to other parts of the country as well as exporting to foreign countries. This new line will also be beneficial for pilgrims visiting Lenyadri, a revered pilgrim centre in the vicinity.

I request, Hon'ble Minister of Railways to consider the demand once again and border for conducting fresh survey.

(xiv) Need to include the proposal for a Tiger Project in Chandoli Wild Life Sanctuary in the Tenth Five Year Plan

*SHRI SHRINIWAS DADASAHEB PATIL (Karad): Chandoli Wild Life Sanctuary divides the low lying Konkan area and the Plains of western Maharashtra. The Sanctuary is surrounded by dense forest. Due to natural High Hill Barrier on western side and water bodies and dense forest on Eastern side of sanctuary the area is best suited for tiger project.

Wild life census made by Kolhapur Division office has shown presence of three tigers in the area. There is no human settlement in the forest. The then Minister of Environment, Shri T.R. Balu had assured to consider and include the proposal of tiger project in Chandoli Sanctuary in Tenth Five Year Plan.

I request the Government of India to please include Tiger Project in the Tenth Plan as assured by the then Minister of Environment and Forests.

(xv) Need to set up an H.P.T. centre in Ajaddhya Hill Station in Purulia district, West Bengal

SHRI BIR SINGH MAHATO (Purulia): A large number of Bengali speaking people of Purulia in West Bengal, Seraikela and Ranchi districts of Jharkhand do not have the privilege to hear and witness the Bengali T.V. Programme. A low power transmitter centre has been set up at Baghmundi in the district of Purulia to cater the Bengali speaking people. This centre is unable to cover the vast area.

A proposal was given to set up a high power transmission centre at Ajaddhya in Baghmundi P.S. in Purulia district.

*Speech was laid on the Table.

I urge upon the Central Government to set up a HPT in Ajaddhya Hill Station in the district of Purulia in West Bengal.

MR. CHAIRMAN: Now, we will go to the next item, Discussion on the Railway Budget.

...(Interruptions)

MR. CHAIRMAN: Now, the House stands adjourned to meet again at 3 p.m.

14.04 hrs.

*The Lok Sabha then adjourned till
Fifteen of the Clock.*

15.00 hrs.

The Lok Sabha re-assembled at fifteen of the Clock.

[MR. SPEAKER *in the Chair*]

[*Translation*]

SHRI ANANT GANGARAM GEETE (Ratnagiri): Mr. Speaker, Sir, please ask the hon. Prime Minister to give a statement regarding the situation that has emerged due to drought in Maharashtra. ...(Interruptions)

15.01 hrs.

At this stage, Shri Shrichand Kriplani and some other hon. Members came and stood on the floor near the Table.

MR. SPEAKER: This is not the place to speak. Please go back to your seats and speak from there. I will allow you to speak.

...(Interruptions)

MR. SPEAKER: Please go back to your seats and speak from there.

...(Interruptions)

SHRI ANANT GANGARAM GEETE: Mr. Speaker, Sir, the hon. Prime Minister should give a statement about drought. ...(Interruptions)

[*English*]

MR. SPEAKER: Please respect the Chair atleast. I am requesting you to please go to your seats. Please go to your seats.

...(Interruptions)

MR. SPEAKER: Discussion on the Railway Budget is also a very important matter.

[*Translation*]

SHRI ANANT GANGARAM GEETE: Mr. Speaker, Sir, entire Maharashtra is in grip of drought. ...(Interruptions)

MR. SPEAKER: We would show this film to the entire country.

...(Interruptions)

MR. SPEAKER: I am requesting you with folded hands since morning that I would give opportunity to everybody.

...(Interruptions)

MR. SPEAKER: I have allotted time to Geete Ji and Rasa Singh Rawat Ji and you are not allowing them to speak. Is this the place to speak?

...(Interruptions)

MR. SPEAKER: I do not know whether the Prime Minister would come or not.

[*English*]

It is for them to decide.

...(Interruptions)

[*Translation*]

MR. SPEAKER: I sympathise with you.

...(Interruptions)

MR. SPEAKER: I sympathise with you.

...(Interruptions)

MR. SPEAKER: Please go back to your seats. This is useless. Please go back to your seats. I will allow you to speak.

...(Interruptions)

[English]

MR. SPEAKER: I cannot dictate to Government.

...(Interruptions)

MR. SPEAKER: I sympathise with you. Please go back to your seats.

...(Interruptions)

[Translation]

MR. SPEAKER: He want allow to speak about Rajasthan.

...(Interruptions)

MR. SPEAKER: You want to draw the attention of the Government, I know.

...(Interruptions)

[English]

MR. SPEAKER: If you had cooperated with me I would have done it.

...(Interruptions)

[Translation]

MR. SPEAKER: Please go back to your seats first.

...(Interruptions)

[English]

MR. SPEAKER: I will most earnestly request you to cooperate with the Chair.

...(Interruptions)

[Translation]

MR. SPEAKER: Please go back to your seats.

...(Interruptions)

MR. SPEAKER: Senior Ministers are sitting here. You belong to the House. Please speak from your seats. Please go back to your seats. Rasa Singh Rawat Ji you want to speak or not?

...(Interruptions)

[English]

MR. SPEAKER: I am repeatedly requesting my friends. I will give full opportunity. Shri Anant Gangaram Geete has already spoken. I wanted to give a chance to hon. Members from Rajasthan. Please allow the House to function.

...(Interruptions)

MR. SPEAKER: Senior Ministers are here. They will decide.

...(Interruptions)

MR. SPEAKER: Do not follow their bad example. Prof. Rasa Singh Rawat, do you want to speak or not?

...(Interruptions)

MR. SPEAKER: Please go to your seats. I will not adjourn the House. Why are you shouting? You can carry on till six o'clock. I cannot ask the Government to respond unless you go back to your seats.

...(Interruptions)

MR. SPEAKER: Now, the House will take up 'Further General Discussion on the Budget (Railway) for 2004-05.'

...(Interruptions)

MR. SPEAKER: If the hon. Members have written speeches, please lay them on the Table of the House.

...(Interruptions)

MR. SPEAKER: Those hon. Members, who are having written speeches can lay them on the Table of the House.

...(Interruptions)

[Translation]

MR. SPEAKER: Your work has been done. I will give opportunity to everybody to speak. Please go back to your seats.

...(Interruptions)

MR. SPEAKER: First you go back to your seats. Why do not you go to your seats. What is the matter?

...(Interruptions)

[English]

MR. SPEAKER: Please go to your seats.

...(Interruptions)

MR. SPEAKER: I have requested the hon. Minister of Parliamentary Affairs to speak. Are you prepared to listen to him or not?

...(Interruptions)

MR. SPEAKER: The hon. Minister is making a statement.

...(Interruptions)

MR. SPEAKER: You have to go to your seats.

...(Interruptions)

[Translation]

SHRI ANANT GANGARAM GEETE: Hon. Prime Minister should give reply to this. ... (Interruptions)

[English]

MR. SPEAKER: You cannot dictate. I have requested him. You hear what he says.

...(Interruptions)

MR. SPEAKER: Please listen to him.

...(Interruptions)

MR. SPEAKER: You go to your seats. Do not hold the House to ransom.

...(Interruptions)

[Translation]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF URBAN DEVELOPMENT (SHRI GHULAM NABI AZAD): You will be able to listen. ... (Interruptions) My voice is quite loud, you can hear me. ... (Interruptions)

[English]

MR. SPEAKER: Young man, do not get misled by them. Please go to your seat.

...(Interruptions)

[Translation]

MR. SPEAKER: You should speak from your seat.

...(Interruptions)

[English]

MR. SPEAKER: You should be responsible. You should speak from your seat. This is not the place. Who had told you this?

...(Interruptions)

[Translation]

MR. SPEAKER: I have given you the opportunity to speak about Rajaathan.

...(Interruptions)

SEVERAL HON. MEMBERS: We have not been allowed to speak. ... (Interruptions)

MR. SPEAKER: Who stopped you? These people stopped you from speaking. I can not help.

...(Interruptions)

[English]

MR. SPEAKER: I have called Shri Geete. I have given you an opportunity.

...(Interruptions)

[Translation]

MR. SPEAKER: Please sit down.

...(Interruptions)

[English]

MR. SPEAKER: You go to your seat. I will control.

...(Interruptions)

MR. SPEAKER: Please sit down. What is all this?

...(Interruptions)

MR. SPEAKER: Young man, you go to your seat please. Do not do this.

...(Interruptions)

[Translation]

MR. SPEAKER: Please go back to your seats. Why are you shouting?

...(Interruptions)

[English]

MR. SPEAKER: You behave yourself, first.

...(Interruptions)

15.22 hrs.

(At this stage, Shri Chandrakant Khaire and several other hon. Members went back to their seats.)

[Translation]

SHRI GHULAM NABI AZAD: Mr. Speaker, Sir, we have two issues before us. My colleagues from other side want to discuss the same issue which my friends from this side want to discuss. The whole House wants to discuss the same issue, it is not that only one side wants to discuss it. ...*(Interruptions)* Now the question is whether you want to do so with noise or discuss the issue peacefully. ...*(Interruptions)*

Mr. Speaker, Sir, one issue relates to the discussion about water problem in Rajasthan. Hon. Prime Minister has given a statement on this issue in Rajya Sabha at 2'o clock, after that he wanted to give a statement here but House was adjourned till 3'clock so he could not do so. He will come here at 3.30 p.m. and give a statement. As far as the issue of farmers of Maharashtra and drought there is concerned, entire Maharashtra is in the grip of drought, though the entire country has been affected by drought but the hon. Members have been particularly discussing the situation in Maharashtra since morning. We all, be it from the side. ...*(Interruptions)*

[English]

SHRI BIKRAM KESHARI DEO (Kalahandi): Sir, we want hon. Prime Minister to give statement on the drought conditions prevailing in the whole country and Orissa, in particular. ...*(Interruptions)*

MR. SPEAKER: Please sit down first. Let us behave in a responsible manner.

...*(Interruptions)*

[Translation]

MR. SPEAKER: What is the matter?

...*(Interruptions)*

SHRI GHULAM NABI AZAD: You have not let the House function since morning. ...*(Interruptions)* you did not understand. I said that drought has affected the whole country. I said that my colleagues from Maharashtra are getting agitated since morning. The whole country has been affected, and all the hon. Members from both the sides are concerned about it, entire nation is concerned. Respecting your feeling and the feeling of the entire House, the Government would give a statement in this regard in one or two days. ...*(Interruptions)*

SHRI CHANDRAKANT KHAIRE (Aurangabad, Maharashtra): The Hon. Prime Minister should give reply in this regard. ...*(Interruptions)*

SHRI GHULAM NABI AZAD: The Prime Minister is a part of the Government. ...*(Interruptions)*

SHRI ANANT GANGARAM GEETE: The hon. Prime Minister should give a statement about the situation of drought in Maharashtra. ...*(Interruptions)*

SHRI GHULAM NABI AZAD: The Government would give a statement within a day or two. ...*(Interruptions)*

[English]

MR. SPEAKER: At 3.30 p.m., the Prime Minister will be coming.

...*(Interruptions)*

[Translation]

SHRI ANANT GANGARAM GEETE: We cannot tolerate the attitude of the Government towards

Maharashtra that gives one third revenue to the country. ...*(Interruptions)* It is a mockery with ten crore people of Maharashtra. ...*(Interruptions)*

[English]

MR. SPEAKER: You please wait.

...*(Interruptions)*

[Translation]

SHRI ANANT GANGARAM GEETE: Maharashtra is affected by the drought. ...*(Interruptions)* The farmers are suffering from drought and the Prime Minister is not giving statement in the House. ...*(Interruptions)* Can the hon. Prime Minister not give statement in the House. It is the mockery with the ten crore people of Maharashtra. ...*(Interruptions)* The Government are not allocating funds to Maharashtra that is providing one third revenue. Instead the Government have announced to allocate Rs. 3 thousand crore to Bihar. ...*(Interruptions)* The Government may allocate funds to other States also but it should not neglect Maharashtra which is providing revenue to the country. The Government will receive revenues only when it is provided by Maharashtra. ...*(Interruptions)* We are not opposing the Government rather I am submitting that funds should be given to Maharashtra also. If Maharashtra survives then the Government will also get revenue. ...*(Interruptions)* Maharashtra should be survived that gives one third of the total revenue. I am not against the Government, I am not opposing any one. ...*(Interruptions)* You please listen. The economic package has been provided to them. ...*(Interruptions)*

[English]

MR. SPEAKER: Two of the leaders are speaking together!

[Translation]

SHRI GHULAM NABI AZAD: The Government have already given a package of Rs. 500 crore in the first month of the formation of the Government. Rs. 200 crore in cash and food grains of Rs. 300 crore was given. I do not say that it is sufficient, however, it is equally wrong to say that the Government did not do anything. ...*(Interruptions)*

MR. SPEAKER: Okay.

...*(Interruptions)*

[Translation]

SHRI ANANT GANGARAM GEETE: The House is being misguided in this regard. The Hon. Prime Minister should give statement in the House. Mr. Speaker, Sir, my request to you is. ...*(Interruptions)*

SHRI CHANDRAKANT KHAIRE: Not even a single paisa has been given to Maharashtra. ...*(Interruptions)*

[English]

MR. SPEAKER: What are you doing? Are you serving your State? Shri Anant Gangaram Geete, you are not serving your State.

...*(Interruptions)*

[Translation]

SHRI ANANT GANGARAM GEETE: I am not against any one, the Government may allocate funds to every State. However, I am talking about Maharashtra. I do not oppose any one. Mr. Speaker, Sir, I am not against anyone. The Government may help anyone.

[English]

MR. SPEAKER: Please sit down.

...*(Interruptions)*

[Translation]

SHRI ANANT GANGARAM GEETE: I am not against them. However, Maharashtra that provides one third revenue. ...*(Interruptions)*

SHRI GHULAM NABI AZAD: The hon'ble Prime Minister is going to give statement. ...*(Interruptions)*

MR. SPEAKER: Whom would you listen?

[English]

MR. SPEAKER: Please sit down.

...*(Interruptions)*

MR. SPEAKER: Tell me as to whom should I listen to?

...*(Interruptions)*

[Translation]

SHRI ANANT GANGARAM GEETE: I am not telling that the Government should not give them. ...*(Interruptions)*

MR. SPEAKER: I am telling you why do you not listen to me. Geete ji you please listen.

...*(Interruptions)*

[English]

MR. SPEAKER: You please sit down.

...*(Interruptions)*

[Translation]

MR. SPEAKER: You please sit down. You are not speaker.

[English]

SHRI SARVEY SATYANARAYANA (Siddipet): Mr. Speaker, Sir, let the whole country come to know as to how they are disturbing the proceedings of this august House. ...*(Interruptions)*

MR. SPEAKER: Please sit down. I would not allow super-speakers. Let it be understood very clearly.

...*(Interruptions)*

MR. SPEAKER: It is for me to control this House, and not you. So, please behave.

...*(Interruptions)*

MR. SPEAKER: Please, I would request you all to please go back to your respective seats.

...*(Interruptions)*

MR. SPEAKER: So far as the Maharashtra issue is concerned.

...*(Interruptions)*

PROF. MAHADEORAO SHIWANKAR (Chimur): Mr. Speaker, Sir, I am on a point of information.

MR. SPEAKER: No. There is no point of order. There is no business, only disorder here in the House. So, please take your seat.

...*(Interruptions)*

KUMARI MAMATA BANERJEE (Calcutta South): Mr. Speaker, Sir, you have just asked the hon. Members to lay their written speeches with regard to the Railway Budget discussion. ...*(Interruptions)* It means that business of the House is being conducted. ...*(Interruptions)*

MR. SPEAKER: So far as the Maharashtra issue is concerned.

...*(Interruptions)*

MR. SPEAKER: Please listen to me.

...*(Interruptions)*

MR. SPEAKER: What is this House becoming?

...*(Interruptions)*

MR. SPEAKER: As regards the Rajasthan issue, it has been stated by the hon. Minister that the hon. Prime Minister is to make a Statement soon.

So far as the Maharashtra issue is concerned, the Government has stated that within one or two days, they will make a Statement. The hon. Minister has not committed as to who will be making a Statement with regard to this issue.

...*(Interruptions)*

MR. SPEAKER: You have made a request, and now it is entirely for the Government to decide on that account.

Therefore, you will get a statement. Do not anticipate anything.

[Translation]

SHRI ANANT GANGARAM GEETE: Mr. Speaker, Sir, you please give me one minute. I am not demanding that hon'ble Prime Minister should give statement just now. I would like to submit that the condition of Maharashtra is very bad. Maharashtra that provides one third revenue is in the grip of drought and the State Government has demanded for Rs. 1700 crore for the welfare of seven crore farmers of Maharashtra. I would like that the hon. Prime Minister should give statement in this regard in the House. I am not asking that he should give statement just now, he may give statement tomorrow but the Prime Minister must give statement. If the Prime Minister does not intend to give statement in regard to Maharashtra then its means that there is step-

motherly treatment of the Government towards Maharashtra. ...(*Interruptions*)

[*English*]

MR. SPEAKER: Why do you anticipate? Let the Government decide. Are you prepared to wait for a day or two? Shri Prabhunath Singh, what do you want to say? Shri Geete please sit down. We have important business to take up.

[*Translation*]

SHRI ANANT GANGARAM GEETE: Mr. Speaker, Sir, my demand is not unjustified. ...(*Interruptions*)

MR. SPEAKER: Geete ji you please sit down.

...(*Interruptions*)

SHRI PRABHUNATH SINGH (Maharajanj, Bihar): Mr. Speaker, Sir, I would like to submit you that there is disturbance in the House since morning. Shri Anant Gangaram Geete ji was telling that Rs. 3225 crore has been given to Bihar but Maharashtra did not get. I would like to submit to Shri Anant Gangaram Geete ji that he may take entire funds for Maharashtra from the Central Government, we do not have objection to that however two days back we had raised a question in the House. Shri Nitish Kumar had also raised the same issue that a sum of Rs. 3225 crore has been provided to Bihar but it is an injustice to Bihar. We want clarification from the Minister of Finance in this regard. Till now the Minister of Finance has not given any clarification. Time and again it is being propagated through the House that Rs. 3225 crore has been provided to Bihar. ...(*Interruptions*) Such thing should not be propagated. ...(*Interruptions*) I would like to submit that the hon. Minister of Finance should clarify in the House whether Rs. 3225 crore has been given to Bihar as an additional funds or it is part of the Rs. 4 thousand crore that was sanctioned earlier so that the doubt in the mind of people of Bihar could be removed. ...(*Interruptions*)

[*English*]

MR. SPEAKER: It is on record. Now, we come to the Railway Budget. I give the floor to Shri Hemlal Murmu.

15.32 hrs.

(*At this stage, Shri Anant Gangaram Geete and some other hon. Members came and stood on the floor near the Table.*)

...(*Interruptions*)

MR. SPEAKER: What can I do? I have requested him and he made a statement.

...(*Interruptions*)

MR. SPEAKER: I said that they would make a statement. What more do you want?

...(*Interruptions*)

[*Translation*]

MR. SPEAKER: I did not tell the Prime Minister. They will decide as to who will give statement.

...(*Interruptions*)

MR. SPEAKER: How will he come at half past three. Will he come to sit here.

...(*Interruptions*)

MR. SPEAKER: I did not speak. They spoke.

...(*Interruptions*)

[*English*]

MR. SPEAKER: That is for him. I am not his agent. It is for the Prime Minister. Very well, if you do not want the House to run, let the people know that.

...(*Interruptions*)

MR. SPEAKER: If the Prime Minister comes, I will allow him.

...(*Interruptions*)

MR. SPEAKER: I called him, I have requested him, and he has made a statement. You cannot dictate; nobody can dictate to me. I cannot be dictated.

...(*Interruptions*)

SHRI KHARABELA SWAIN (Balasore): It is already 3.30 p.m. Where is the Prime Minister, Sir? You have to protect the rights of the Members of Parliament.

MR. SPEAKER: I have no duty to protect the rights of those Members who defy the Chair deliberately.

SHRI KHARABELA SWAIN: Nobody is defying you, Sir.

MR. SPEAKER: You are defying me. With folded hands, I am requesting, since morning, the hon. Members to cooperate with the Chair. I have called the hon. members and given them the opportunity to speak. I cannot dictate to the Prime Minister. It is for them to decide.

...(Interruptions)

SHRI KHARABELA SWAIN: He made a categorical assurance. ...(Interruptions)

MR. SPEAKER: Please go back to your seats. The Prime Minister is here. Please go back to your seats.

...(Interruptions)

MR. SPEAKER: Go to your seats please, before the House can run properly.

[Translation]

SHRI RAMDAS BANDU ATHAWALE (Pandharpur): Mr. Speaker, Sir, all this drama is for election. ...(Interruptions)

[English]

SHRI ANANTH KUMAR (Bangalore South): Sir, when the Prime Minister is giving a statement on Rajasthan, he can be giving a statement on Maharashtra also. ...(Interruptions) That is also important. It relates to the farmers of Maharashtra. ...(Interruptions)

MR. SPEAKER: Please go to your seats. Some semblance of order in this House should be there. The Prime Minister has come to make a statement. Will you not allow the Prime Minister to make a statement in the House? This is not the way to behave in the House. You cannot dictate terms to the House. I would not be a party to this. You have not been cooperating with the Chair since morning. I have given you full opportunity. I have given full opportunity to you going out of the way. Do not teach me.

Now, Mr. Prime Minister.

THE PRIME MINISTER (DR. MANMOHAN SINGH): Mr. Speaker, Sir, ...(Interruptions)

[Translation]

SHRI PRABHUNATH SINGH: Mr. Speaker, Sir, the House is not in order. How can the Prime Minister made statement. Please instal some discipline in the House first. ...(Interruptions)

[English]

MR. SPEAKER: I want the country to see how the House is running. When the Prime Minister of the country wants to make a statement, let the people see what is happening.

...(Interruptions)

MR. SPEAKER: Shri Geete, is this the responsibility you are showing? You are the leader of an important party. Please go to your seat.

...(Interruptions)

MR. SPEAKER: I cannot dictate to the Prime Minister.

...(Interruptions)

MR. SPEAKER: Please go to your seats.

...(Interruptions)

MR. SPEAKER: Nothing said from the Well of the House will be recorded. Unless the hon. Members speak from their seats, nothing will be recorded. Nothing stated in the Well should be recorded.

Please go back to your seat, your statement will be recorded. Why are you standing here when I am repeatedly requesting you to go back?

15.38 hrs.

(At this stage, Shri Anant Gangaram Geete and some other hon. Members went back to their seats.)

...(Interruptions)

[Translation]

SHRI CHANDRAKANT KHAIRE: If statement is not made about Maharashtra then we would come back again. ...(Interruptions)

MR. SPEAKER: What is the use of threatening. Please do not threaten.

[English]

Do not threaten. This is the Parliament of India.

...(Interruptions)

MR. SPEAKER: Okay, I will make some observation. Please sit down.

...(Interruptions)

[Translation]

SHRI ANANT GANGARAM GEETE: I am saying that hon. Prime Minister should make a statement about Maharashtra in the House. ...(Interruptions) I am not saying that it should be given now. It can be given tomorrow, day after tomorrow or any time. ...(Interruptions)

MR. SPEAKER: Your point has been recorded. He has listened. Now please sit down.

[English]

Let us show some respect.

...(Interruptions)

[Translation]

SHRI ANANT GANGARAM GEETE: Alright, we will come and sit in the well again. ...(Interruptions)

15.40 hrs.

(At this stage, Shri Anant Gangaram Geete and some other hon. Members came and sat on the floor near the Table.)

...(Interruptions)

[English]

MR. SPEAKER: He had not denied. There will be an opportunity to make some observation. Do not hold the House to ransom.

...(Interruptions)

[Translation]

MR. SPEAKER: Please sit down. Please go back to your seats.

...(Interruptions)

[English]

MR. SPEAKER: Go to your seats. Please sit down.

[Translation]

Please take your seats.

...(Interruptions)

[English]

MR. SPEAKER: Shri Ram Kripal Yadav, go to your seat please and keep quiet. I have not called anyone of you to speak.

...(Interruptions)

MR. SPEAKER: Dr. M. Jagannath, go to your seat. What is this? Everybody is speaking from the Well of the House. You are the leader of the party, please go to your seat. I have made another request. I have allowed Shri Geete and he has made his request. Now, let us hear the hon. Prime Minister.

...(Interruptions)

MR. SPEAKER: What are you talking? You sit down. This is not the way to behave in Parliament.

[Translation]

MR. SPEAKER: Please go back to your seats.

...(Interruptions)

[English]

MR. SPEAKER: If everybody ignores the Chair and defy the Chair, then the House be wound up. Let the people of this country decide as to what should happen. I am again requesting you to please keep quiet. This is probably the umpteenth time that I am requesting you with folded hands. This is an important issue. I have already allowed some hon. Members to speak. I have also called other hon. Members to speak but the hon. Members in the Opposition are not allowing them to speak. The Prime Minister has come to make a statement on one of the important issues. On another important issue, you have made your request to the hon. Prime Minister. Please wait. I also want to make some observation. Do you not want the House to run? Is Rajasthan issue not important?

...(Interruptions)

MR. SPEAKER: Yours is also an important issue.

...(Interruptions)

MR. SPEAKER: I have never said that. I have called first Shri Anant Geete and requested him.

15.43 hrs.

(At this stage, Shri Anant Gangaram Geete and some other hon. Members went back to their seats.)

[Translation]

MR. SPEAKER: What are you people doing?

...(Interruptions)

[English]

MR. SPEAKER: You are all responsible Members of Parliament. People have elected you to represent them. I am trying to see that the House runs properly. Please cooperate with the Chair. I request the Leader of the House to kindly see. Please pay proper respect to the Prime Minister of this country.

SHRI RAMDAS BANDU ATHAWALE: We have come to cooperate with you, Sir.

MR. SPEAKER: By keeping quiet!

15.44 hrs.

STATEMENT BY PRIME MINISTER

Finding Solution to the Issue on sharing of Waters between States

[English]

THE PRIME MINISTER (DR. MANMOHAN SINGH): Mr. Speaker, Sir, I would like to inform the House that the Central Government shares the concerns expressed regarding the latest developments pertaining to the sharing of waters between the States concerned. We have to find the lasting solution to resolving this matter protecting the unity and integrity of the country and the interests of the States concerned.

I have, therefore, invited the Chief Ministers of Punjab, Haryana, Rajasthan and Himachal Pradesh for a

discussion to find an amicable solution to this problem. The Leaders of the Opposition of both the Houses also called on me this morning and while expressing their grave concern assured me their full support in resolving the issues. ...(Interruptions)

MR. SPEAKER: Satisfied.

...(Interruptions)

MR. SPEAKER: Hon. Members, please wait for my observation.

[Translation]

SHRI MOHAN RAWALE (Mumbai, South-Central): Maharashtra is not mentioned in it. ...(Interruptions)

[English]

MR. SPEAKER: You are only concerned about Maharashtra. I am equally concerned about Maharashtra. It is an important part of the country. Every part of the country is to be looked into.

The hon. Minister of Parliamentary Affairs has already assured the House that within a day or two a statement would be made on the Maharashtra situation.

...(Interruptions)

[Translation]

SHRI MOHAN RAWALE: Hon. Prime Minister is here. ...(Interruptions)

[English]

MR. SPEAKER: Shri Rawale, you promised me something and are doing something else.

...(Interruptions)

MR. SPEAKER: The hon. Prime Minister is here, the Leader of the House is here and the hon. Minister of Parliamentary Affairs is also here.

You have heard the concerns of the Members. It is entirely for you to decide about their request. You may take such action as you think best. But the expression of their view has been there. It is entirely for you to decide.

DR. MANMOHAN SINGH: Mr. Speaker, Sir, we are very keen that this House should run smoothly. I have great respect for the sentiments expressed by the hon. Members, and I may assure them that I will myself make a statement, but I need some time to study the issue. ...(*Interruptions*)

SHRI MOHAN RAWALE: Is it regarding Maharashtra?

[*Translation*]

MR. SPEAKER: Yes, Maharashtra has been discussed.

[*English*]

THE MINISTER OF DEFENCE (SHRI PRANAB MUKHERJEE): Sir, I would just like to make a submission. If the hon. Members had told us that they wanted this statement only from the Prime Minister, there was no need to waste the time since morning. Since morning, I am present here and all of them were speaking together. I frankly admit that I was unable to make any head or tail of what they wanted. ...(*Interruptions*)

MR. SPEAKER: I hope, you sympathise with the Chair.

...(*Interruptions*)

MR. SPEAKER: The hon. Prime Minister has assured that he would make a statement. But before that he wants to study the matter properly.

[*Translation*]

PROF. VIJAY KUMAR MALHOTRA (South Delhi): The statement of Shri Pranab Mukherjee is not right. It has been decided in the morning itself. ...(*Interruptions*)

[*English*]

MR. SPEAKER: Prof. Malhotra, your observation has been recorded.

SHRI PRANAB MUKHERJEE: As the Leader of the House, I expect that I would get a notice from the leaders of the Opposition. ...(*Interruptions*)

PROF. VIJAY KUMAR MALHOTRA: Right from the morning we have been asking that the Prime Minister should make a statement. ...(*Interruptions*)

MR. SPEAKER: Okey, every issue has been satisfactorily resolved.

[*Translation*]

SHRI CHANDRAKANT KHAIRE (Aurangabad, Maharashtra): Our leader is also here. He had said so.

[*English*]

MR. SPEAKER: All hon. Members are keenly interested to discuss the Railway Budget also. Now, these two issues have been resolved today for the time being, I hope.

...(*Interruptions*)

PROF. VIJAY KUMAR MALHOTRA: Sir, we cannot give him the notice straightaway. The notices should go through you. ...(*Interruptions*)

SHRI PRANAB MUKHERJEE: No notice was received by us. If we had received this, we would have responded immediately.

MR. SPEAKER: Very well.

...(*Interruptions*)

[*Translation*]

You are not happy even when your demand has been accepted. You can not put up a new demand every minute.

15.49 hrs.

**RAILWAY BUDGET 2004-2005—GENERAL
DISCUSSION
AND
DEMANDS FOR GRANTS ON ACCOUNT
(RAILWAYS) 2004-2005**

[*English*]

MR. SPEAKER: Now, we will go to further general discussions on the Budget (Railways) for 2004-2005.

Shri Hemlal Murmu.

[*Translation*]

SHRI HEMLAL MURMU (Rajmahal): Mr. Speaker, Sir, I rise to support the railway budget for 2004-2005 that has been presented by the hon. Minister of Railways.

[Shri Hemlal Murmu]

Firstly, I express my gratitude for giving me opportunity to speak.

[English]

MR. SPEAKER: Just a minute. Have you laid your speech? Have you submitted any statement?

[Translation]

Have you given anything in writing.

SHRI HEMLAL MURMU: Yes, I have done so.

MR. SPEAKER: Okay. It will go on record.

SHRI HEMLAL MURMU*: Sir, there is anger and dissatisfaction among the people of Jharkhand for not getting any benefits of development in Railways as per their expectations in the Railway budget for the year 2004-2005. Therefore, I am submitting following works to be considered to be done in public interest.

1. The demand for construction of Bhagalpur-Rampur Haat—Jaisidih-Dumka rail track.
2. The demand to increase the service of Ranchi—New Delhi Rajdhani and Bhuvaneshwar-New Delhi, Express and to operate them everyday.
3. The demand to change the name of Vananchal Express into Sidhkanhu Express after the name of the great personality of Jharkhand, Sidhkanhu.
4. The demand to change the time schedule of Vananchal Express and fixing its departure time at 5 PM or 6 PM.
5. The doubling of Bhagalpur-Barhadwa railline from Pirpaiti-Hansdiha via Godda. As a result of linking Godda district with rail route not only the passengers would be benefited but it would also increase the railway revenue.
6. The demand to extend Vikramshila Express to Sahibganj.
7. The demand to attach a three-tier AC coach to Dhanbad Aleppi Express.
8. The demand to increase the service of Ranchi-Yashwantpur weekly Express and make it a daily train. Mostly sickpersons and students travel by the train.

*Speech was laid on the Table.

9. The demand to extend Tata-Ranchi EMU to Chakulia station.

10. The demand to open passenger reservation system (PRC) in Ghatshila (Eastern Sinhbhum) of South Eastern railways.

I hope that considering the feelings of the public and keeping in view their interests, the hon. Minister would issue directions to the competent authority for fulfilling the above mentioned demands at the earliest.

...(Interruptions)

[English]

MR. SPEAKER: Okay, please sit down.

Shri Mohan Singh, have you submitted something? It seems, he is not present here. Now, Shri Madhusudan Mistry.

...(Interruptions)

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

Shri Mistry, have you submitted anything?

...(Interruptions)

SHRI MADHUSUDAN MISTRY (Sabarkantha): Sir, no.
...(Interruptions)

MR. SPEAKER: Let us do some work. This is a very important Budget. I appeal to every hon. Member to please cooperate.

...(Interruptions)

MR. SPEAKER: If you are talking amongst yourselves, we cannot take up anything. No cross-talks please. There should be some discipline and some decorum in this House.

...(Interruptions)

[Translation]

SHRI CHANDRAMANI TRIPATHI (Rewa): Mr. Speaker, Sir, as per your direction we also give it in writing. We did not know that you would initiate a discussion on this.

MR. SPEAKER: Alright. Please sit down. I will see to it later on.

...(Interruptions)

[English]

MR. SPEAKER: There is no point of information. Chaudhary Lal Singh, please sit down. Nothing is to be recorded. Only what Shri Madhusudan Mistry says will be recorded.

*SHRI M.M. PALLAM RAJU (Kakinada): Speaker Sir, I thank you for giving me this opportunity to speak on the Railway Budget. At the outset, I would like to commend our leader Smt. Sonia Gandhi and our Honourable Prime Minister, Dr. Manmohan Singh for letting a man who understands and empathizes with the common man to head the very important Ministry of Railways, that impacts the lives of so many people across the nation.

I understand that the Indian Railways is the largest single employer in the whole world and the Indian Railways has the largest Rail network in the world too. Therefore, it is no ordinary task to try and balance the budget of such a huge Ministry that caters to the diverse needs and of different parts of the nation.

I must confess that impressions about Lalaji in India vary from Amusement to Utmost respect for a man who understands the pulse of the Common man. While my apprehension remained about the enigma called Shri Lalu Prasad Yadav, it came as a pleasant surprise for me one day to receive a letter from the hon'ble Minister outlining the pending projects in the State of Andhra Pradesh and urging us Members of Parliament to put in requisitions about projects that needed to be included. It was a small step but an important one sent out the message very clearly that here was a Minister who was reaching out and trying to make a difference. I think that it is this spirit that is clearly reflected in the maiden Railway Budget of the hon. Minister.

While commending him for giving a budget that has reflected the Government's empathy for the common man, I would like to give my comments and observations on the Budget, which include some suggestions for Revenue generation.

I appreciate the Minister for the refreshing touch of transparency in outlining the Railway Budget while finding

fault that he hasn't been innovative in trying to increase the revenues of the Ministry, which would have been a first step towards making the Railways one of the best in the world.

I appreciate the measures announced for the improvements in passenger amenities in the stations and, especially related to clean drinking water and hygiene. I think that the emphasis on the improvement of sanitation facilities at all Indian Railway stations would go a long way in impacting the attitude towards cleanliness with the average Indian public.

The proposed improvements regarding the toilets on trains are another welcome development and I feel need to be taken up on a war footing.

While welcoming the initiative taken to make the lives of porters in Railway station better, I also feel that a lot needs to be done for improving the working conditions for the staff of the Railways at all the stations and on the trains because only if they are looked after well would they be able to perform their task with devotion to the public. This would be an important step in your efforts at making the Railways World-class!

Safety is an issue that cannot be compromised with the Indian traveller. While attempts are being made to modernise the existing signalling systems, I feel that a lot more can be done to properly maintain and improvise the existing signalling systems which have proven to be as effective and reliable across the years. As the cost of manpower is not an issue in India, I feel that the old system of signalling, which relies on manpower and therefore helps in creating employment need not be entirely dispensed.

Now for some suggestions about methods to raise revenue for the Railway.

The railway have vast assets in the form of land which can be suitably leased out for Businesses that complement the operations of the Railways while earning decent revenue for the Ministry. I feel that the ministry has to be more innovative and resourceful in leveraging these assets to generate good revenue while providing additional facilities to the travelling public. For example the land adjacent to important railways junctions could be utilized for leasing out to companies that can put up decent Budget Traveller Accommodation which would give a filling to Tourism and which would be a good benefit to the budget traveller and a source of revenue to the Railways.

*Speech was laid on the Table.

[Shri M.M. Pallam Raju]

We live in the information age and the youth are looking for opportunities in their life. While commending the budget enhancement for improving passenger amenities in Railway stations, I feel that additional facilities like internet browsing centers could be an additional facility for travellers at major stations. This would be particularly beneficial to students and unemployed youth who are hungry for career opportunities. The bandwidth available with the railways could be effectively utilized for creating this important facility.

The information service in most railway stations is pathetic, with the job of giving out information to the public, usually handled by the employees at tickets counter. This can be drastically improved if additional people with the specific job of handling information can be added. Alternatively scope for additional opportunities for the unemployed can be created if this service is outsourced so that it is professionally handled by privately run back office operations.

While we strive to modernize and enhance the infrastructure of the Nation in our quest to make India an economic superpower, the railway can playing a more proactive role in the enhancement of the railway infrastructure at ports. The additional revenues that will accrue due to the movement of goods from ports could be a major revenue source. I strongly feel that the initiative for the linkage with ports has to originate from the railways.

The railways has made substantial investments for a state-of-the-art communications infrastructure, including a Fiber Optic Cable network whose additional capacity could be leveraged for additional revenues. Prudent management and leasing of this Bandwidth and capacity can be a good revenue source for the railways. This can be a wise way of offering additional services to the travelling public through the enterprise of the Private Sector.

While complimenting the hon. Minister on the measures taken towards the proposed wagons for Milk and other Agricultural Produce, I appreciate the initiative taken by the Minister in creating the Cold chain capacity for perishable agriculture commodities. This is a potential area for maximising the Cold chain capability of the nation. Here again the Railway land can be gainfully leased out for enhancing the Cold Chain Capacity. This can be done at stations from where the agricultural products originate.

Finally, as a man from Andhra, I am utterly disappointed that Andhra Pradesh, which is a major

revenue source, has been completely overlooked by the hon. Minister. The entire plan for Andhra Pradesh needs to be re-examined and additional trains and tracks need to be sanctioned. I am particularly disappointed that there has been no Budget Allocation for the very important Kakinada-Pithapuram railway line, which would give the crucial linkup with the fast developing Kakinada Port.

The hon. Minister has already mentioned his desire to complete the Kakinada-Kotipally line which links the Konaseema region of East Goadavri district. I would say that the measure would be half-hearted if the line is not extended upto Narsapur in West Godavari district, across the Godavari river, thus bringing the fertile Konaseema belt into the mainstream of Rail connectivity. The Konaseema region is also commercially important as most of the gas reserves in the Godavari basin are in the region. A budget of only 2 crores has been announced for this and needs to be drastically enhanced.

Several over-bridges which are essential at railway crossings of some highways and high traffic density R&B Roads need to be urgently constructed, an example being the long overdue bridge at Chitrada, near Pithapuram and the one in Tuni town, both in east Godavari district.

I am particularly hopeful that adequate budget allocation for these mentioned projects would be done in this Budget and that Shri Laluji will be responsible for linking up Kakinada, which also happens to be the District Headquarters, on to the mainline and that the Inauguration of this line will happen during his tenure as the railway Minister.

Thank you again Speaker Sir, and I support the Railway Budget with the amendments suggested by me.

*DR. M JAGANNATH (Nagar Kurnool): I welcome the Railway Budget to some extent for maintaining status quo on freight and fares, modernisation plan, focus on safety and improvement of passenger amenities. The railway minister's desire to create more jobs. Free travel in second class to youth travelling for central government employment interviews. Free passes for widows of deceased defence and para military personnel who dies fighting with extremists, speech and hearing impaired persons and other concessions are laudable.

But it has not been stated clearly how resources will be mobilized for modernization for which massive infusion of funds are required and there were no specific measures for their mobilisation in the budget, which casts doubts in the minds of people for implementation of the proposals.

*Speech was laid on the Table.

The reasonable hike in Parcel rates are justified, the Budget outlay of Rs. 45,000 crores required for pending projects was not sufficient.

I welcome the steps towards the passengers amenities and maintaining operating expenses, but a review should be made to identify loss-making operations and control costs in these areas.

Provision of Rs. 215 crores outlay for the passenger amenities is welcome. But more allocations have to be done for further improvements of passenger amenities like clean lavatories, potable drinking water facilities on platforms as well as in the trains.

I also welcome the move to have more refrigerated capacity bogies and also to buy more wagons for movement of vegetable and perishable commodities. This will indirectly help the agriculture as well as farmers of the country.

I also appreciate the move of the hon. Railway Minister for introducing to serve the Coffee and Tea in Kulhars which will help the artisans like potters and other measures introduced to help the artisans and cottage industry which will generate employment in the rural areas.

Regarding the allocation to South Central Railway and State of Andhra Pradesh in particular great injustice had been done in all the fields. Whether it is in the construction of New lines, surveying of new lines, gauge conversion, doubling and introduction of new trains.

I am constrained to point out that not a single new track had been taken up for electrification in the State of Andhra Pradesh and there was no proposal to expand the railway network in the State. There is absolutely no scope for development or expansion of the multi modal transport system in Hyderabad to Shamshabad as it did not get any priority in the budget. In fact that great injustice has been meted out to the Andhra Pradesh State.

The previous budget and present budget allocations are as follows:

		2003-04 65.01 Cr	2004-05 62-01 crores
New Lines:			
	2002-03 Rs. in crores	2003-04 Rs. in crores	2004-05 Rs. in crores
1. Peddapalli-Karimnagar-Nizamabad (177.49 Km)	76.97	15.00	15.00
2. Kotipalli-Narasapur (58.35)	9.38	5.00	2.00
3. Kakinada-Kothapalli, Restoration of Line (45)	27.25	21.32	15.00
4. Nandyala-Yerranguntla (126 Km)	8.28	5.00	5.00
5. Muneerabad-Mahaboobnagar (246 Km)	16.43	10.00	10.00
6. Macherla-Nalgonda (92 Km)	29.00	1.00	1.00
7. Gadwal-Raichur (60 Km)	4.10	5.00	5.00
8. Kakinada-Pithapuram (21.50 Km)	2.00	1.00	—
Gauge Conversion:	133.90	102.90	
Doubling	92.77	135.06 Crores	Slight increase only in doubling

Allocations are not sufficient are to be increased.

Work Line: Traffic Facilities The allocations are considerably reduced. I request the Railway Minister to increase
Road Safety the allocations.
ROB/RUB

[Dr. M. Jagannath]

Though some lines find place in the lines of survey for new lines, and 4 lines are taken up for survey updating. The survey for important lines Macherla-Raichur does not find any mention in the budget in respect of line between Gadwal and Macherla.

The middle part between Gadwal and Macherla does not find any mention. This is just neglecting the most backward areas of Telangana as this line passes through Mahaboobnagar and Nalgonda of backward Telangana areas. I request the hon. Minister for updating the survey between Gadwal and Macherla and take up this line under backward areas development programme of Railways.

Several times I have brought to the notice of successive Railway Minister regarding construction of RUB at Jedcherla railway station, ROB at Yenugonda level crossing between NH-7 and district Head Quarters of Mahaboobnagar, apart from the pending proposals from Government of Andhra Pradesh. No action is forthcoming inspite of my several appeals. I request the hon. Railway Minister to include the above works in the current budget.

Except repeating the previously introduced new train and extension of couple of trains to Srikakulam, no justification was done for our demand for introduction of the following trains:

Secunderabad-Kurnool town—Inter City Express

Rajdhani Express between Hyderabad and Delhi.

A Super Fast train between Vizag and Hyderabad, from Chennai to Vizag to Howrah.

A day train between Hyderabad and Mumbai does not find any mention in the Railway budget. I request the hon. Railway Minister to consider the request in the current budget itself.

We should not be complacent and compromise that the incidence of accidents per million train kilometres has come down from 0.44 to 0.39, from 473 in 2000-2001 to 414 in 2001-02, 351 in 2002-03 and further 325 in 2003-04. Our aim should be to bring down the rates of accidents to barest minimum, by relaying the old tracks, re-constructing the old bridges and our R & D should come out with newer methods of safety measures.

Doubling and Electrification reduces the considerable time of travelling and smooth passages of the train. By doubling and electrification the number of train accidents will come down. Though there is marginal increase in

the budgetary allocation for doubling. It needs further enhancement. In respect of Secunderabad and Doranachalam section which should be made Double line and Electrification should be taken up immediately.

Construction of second Station should be taken up at Wanaparthy Road Railway Station.

As the Shadnagar Railway Station is very old and is most insufficient by way of circulating areas and for passenger amenities, I request the Hon'ble Railway Minister to take up reconstruction of the Shadnagar Railway Station as it was promised by then MoS Railway Shri Duttatreya Ji.

In the end I must add that the Railway Budget introduced is a populist budget declaring certain concessions, though shown intention about securing passenger safety, the budget may get him extra votes back home but the Indian Railways deserves better as the Budget has not spelt ideas about how to raise revenues and enhance earnings and cracking down malpractices.

Finally, I appeal to the hon. Minister for Railways to consider our proposals and sanction more projects, works and Trains to S.C. Railway in general and Andhra Pradesh in particular.

*SHRI CHANDER SEKHAR SAHU (Berhampur-Orissa): Sir, I rise to support the Railway Budget for 2004-2005 presented by the hon. Minister for Railways Shri Laloo Prasad Yadav on Tuesday the 6th July 2004 in the Lok Sabha has given priority to development and expansion of railway infrastructure as stipulated in the Common Minimum Programme (CMP).

He has also given importance to:

- Modernisation of railways
- Replacement and renewal of assets particularly track renewal
- Safety of passengers
- Cleanliness
- Improvement in Passenger amenities
- Control over expenditure, and
- Prevention of leakage of revenues etc.

*Speech was laid on the Table.

The major initiatives in the current budget as mentioned above will further strengthen the Railway systems in the country.

The Indian Railways is the second largest rail systems after Russia. Everyday it carries 142 lakhs passengers and 14.3 lakh tones freight in 14,500 (8,700 passenger + 5,800 freight) trains. Nearly, 14 lakh dedicated work forces carry this mammoth task. The network is widely spread with 63000 route kms. and has about 7,200 stations. The entire system is working fine and it will do good further under the present dispensation.

Neglect for Orissa

However, it is clearly observed that Orissa is neglected in hon. Railway Minister's Railway Budget. Not to speak of identifying new avenues but even the required funds are not allocated for completion of eight ongoing projects which were started 12 years ago during 1992-93. In the proposed Budget, only a meagre amount of Rs. 36 crores have been earmarked against a total requirement of Rs. 2050 crores, which is just 0.04 per cent. It seems that the hon. Minister does not want these projects to be completed and drag it further although he has emphasized on the completion of the existing projects.

Electrification of Tracks

The Budget has proposed a length of 153 km. for electrification programme and the sectors include as,

- Kapidash Road—Cuttack
- Khurda—Puri
- Ranital—Bhadrak
- Kendrapara—Kapilash Road

It may be noted that under the quadri-triangle electrification programme covering Mumbai-Delhi-Chennai-Kolkata sector, the entire route has been covered under electrification except in the South Eastern Zone between Kharagpur and Waltair. This entire stretch is within Orissa. It may also be noted that although the office of the Chief-Engineer in charge of electrification for that section was set up at Bhubaneswar in 1993, the electrification programme start covering from Waltair to BBSR in the southern part and from Kharagpur to Bhubaneswar from the eastern sector, there by leaving Bhubaneswar sector unelectrified.

Gauge Conversion

Naupada—Gunpur (90 Km.) although has been proposed for gauge conversion, the outlay of Rs. 15 crore will be insufficient to match the required amount of Rs. 61 crores.

There is no mention of gauge conversion for the Rupsa—Bangiriposi sector in the Budget. It should merit the attention of the hon. Minister.

Extension of Train Route

Sir, the Lok Sabha constituency from which I represent is the heart of South Orissa. People of 6 districts of Orissa depend upon the Beshampur Railway Station which needs apt renovation and modernisation.

There is no direct Train-link to National Capital New Delhi for all these 6 districts which have largest number of SC/ST and BPL people.

So I request the hon. Minister for Railways through you, Sir, that a proposal has come from East Coast Railways to extend the Hirakud Express which runs between Hazrat Nizamuddin to Bhubaneswar upto Visakhapatnam. This train route will cover Beshampur Railway Station which is the second station in the State generating highest revenue.

This great and noble purpose can be easily solved by the Railways with almost no fiscal expense. Railways are always seen as the eptlome of several economic activities. Orissa is a poor State and the people of the State were looking for the Budget so that some economic activities could be generated in the State through new railway projects.

With having all due honour to the brilliant Railway Budget, we urge the hon. Railway Minister to kindly have a relook for the projects meant for Orissa, so that we expect some developmental activities could be regenerated.

*DR. SEBASTIAN PAUL (Ernakulam): Sir, the following may be taken on record as my submission in the debate on the Railway Budget 2004-2005.

I most heartily welcome the proposals made by Mr. Lalu Prasad in his first Railway Budget and congratulate him for drawing all-round praise. Without any reasonable apprehension of financial derailment, he has not effected

[Dr. Sebastian Paul]

any increase in passenger fares or freight charges. The Lalu touch in conformity with the Common Minimum Programme is evident in the Budget. His deep rooted convictions based on the philosophy of social justice are reflected in his maiden Budget—especially in the drive to clear the backlog in filling up vacancies reserved for Dalits and backward communities. But what is lacking is a sense of direction in a management point of view. This means priority attention to modernisation, safety, passenger amenities, incentives for freight loading and a determined thrust to face competition. Perhaps, we must wait for the next Budget to impart this direction.

Kerala is not an integral part of Lalu land. I invite the honourable Minister to make his maiden visit to this tiny but beautiful sliver of land in the far end of the country. Kerala's long standing demand for a Railway Zone still remain unfulfilled. Perhaps, for this also we must wait for his next Budget which is only seven months away. Hope is the engine of movement. With hope, expectations and gratitude for the few good things done to Kerala, I support the Railway Budget 2004-2005.

*SHRI K. FRANCIS GEORGE (Idukki): It is heartening to note that in this year's Railway Budget Kerala State has been allotted Rs. 206 cr. under various heads or railway development, compared to the allotment of Rs. 146 Cr. and Rs. 48.5 Cr. in the last year's budget and Interim Budget respectively.

But I would like to remind the Hon. Minister that the main demands of Kerala, as represented by the Hon. Chief Minister of Kerala, Delegation of Leaders of the Opposition Parties from Kerala and by M.P.s from Kerala has not been given proper consideration in this Budget.

I am not going into the details, which has already been pointed out by my colleagues from Kerala. But I would like to place before the Hon. Minister three points which should be considered positively by the Ministry.

1. Angamaly—Sabri Railway: This new line in Kerala which passes through the Midland of the State and will also be catering to the railway needs of the High-ranges of the State has been provided only Rs. 2 cr. in the Budget. It should be raised to atleast Rs. 50 cr. for work to start on this long pending project. Also according to the present plan, the line starts at Angamaly and terminates at Erumely, which will not give its

full benefit to the State throughout the year. It should be extended via Punaloor and should be connected to the Trivandrum line to make it a parallel line for the State to benefit the main agricultural—cash crop and spices heartland of Kerala.

2. Extension of Madura—Theni Railway line from Theni in Tamil Nadu to lower camp near to Kumali in Kerala State: Idukki district which forms the High Ranges of Kerala is the land of cash crops and spices. It is also the best tourism spot in the country with several Dams, Tea Gardens, Munnar Hill Station and the famous Periyar wildlife Sanctuary. Thousands of pilgrims from the neighbouring States visit the famous Sabrimala Shrine every year and pass through Kumali as it is one of the shortest route to reach the shrine. To cater to trade in cash and spice crops and to boost tourism and also to connect this hilly area with the rail network, an extension of the Madura-Theni line from Theni to lower Camp, which is just 5 KMs from Kumali, will be of great help.
3. Hill Railway for Idukki District, Kerala: To promote and exploit the tourism potential of this area, a Hill Railway in the model of Darjiling Heritage Hill Railway, starting from the low range to Thekkady covering the major tourist spots in the districts should be established.

I request the Hon. Minister to further consider favourably and be generous to Kerala with regard to doubling of Kayamkulam—Ernakulam line via Kottayam and Alapuzha, a Railway Zone for Kerala, new Railway Over Bridges in Central Kerala and a new railway station at Nedumbasserry, near to Cochin International Airport.

[Translation]

*SHRI RAVI PRAKASH VERMA (Kheri): Hon'ble Minister of Railways, with regard to discussion on Railway Budget 2004-05, I would like to make the following suggestions:

1. There is a need of administrative and managerial modernisation alongwith system modernisation to increase commercial traffic of railway.
2. There is a need of making mega-plan for the construction of tracks by the Deptt. of Railways on the pattern of NHAI.

3. Necessity of land corridor from Western Europe to S.E. Asia is being felt in post globalisation phase which may become the base of ambitious plan for Indian Railways.
4. To fulfil the practical needs of new era, own container service could be started so that needs of transportation of goods of the neighbouring countries be fulfilled and Indian Railways may function as a bridge among SAARC nations.
5. Compensation should also be provided in cases of accidents at unmanned railway crossings.
6. Porters should be given the status of class-IV employees.
7. Financial management be sought from open market for extension of plans of railways.
8. Administrative and managerial efficiency should be ensured and efforts should be made to achieve a determined rate of development.

Sir, please solve the following problems regarding railway in my parliamentary constituency.

1. Broad gauge change is to be done on Bareilly-Pilibhit-Lakhimpur-Sitapur-Lucknow (N.E.R.) section.
2. There is a need to extend the Shahjahanpur-Gola Gokarnath railway route upto Tikunia located on India-Nepal border via Nidhasan.
3. There is a need to start a computerised reservation facility at Gola Gokarnath Mallani Palia station of N.E.R.
4. Efforts required to save the bridge over Sharda river between Meera and Pilia from erosion and the need to repair the bridge.
5. Flyover are to be constructed at Gola Gokarnath, Phardhan, Lakhimpur Nagar and Rajapur railway crossings.
6. Yatri Niwas is to be constructed at Palia Dudhwa Gola Gokarnath station and tourist Bureau is to be set up.
7. Lakhimpur station is to be upgraded. Secondly, platform and overbridge, shed are to be extended.
8. Stoppage for Gokul Express at Mira Station (N.E.R.) is to be provided.

9. Stoppage for Mailani Express at Kheri (N.E.R.) is to be provided.
10. Stoppage for Inter-City train at Oel (N.E.R.) station is to be provided and shed is to be constructed.
11. D.M.U. is to be re-operated.
12. Coaches are to be increased in train no. 176 Lucknow Mailani, train no. 278 Lucknow Bareilly and train no. 173 Tikunia Lucknow.
13. Access roads to Mailani-Mira-Palia Tukuna Kheri Oel stations (N.E.R.) have broken and these have to be reconstructed.
14. The facilities of cleaning, fan, electricity are not adequate and safety in all the trains of this route is not satisfactory.

*SHRI BAPU HARI CHAURE (Dhule): Sir, through you I put forth my views in support of the railway budget.

We feel proud of railway budget formulated with the ideologies of Smt. Sonia Gandhi and Shri Lal Prasad Yadav. Budget focused around the poor man. Several steps like introducing Kullhars to generate employment opportunities, use of Khadi, assistance to disabled and Coolies etc. have been taken in the budget. It has been resolved to fulfil the quota reserved for Scheduled Castes/Tribes and of OBCs in Government jobs. No increase has been made in railway fare. It has been projected that all this has been done in the interest of the poor people.

Sir, my parliamentary Constituency Dhule is reserved Constituency for Scheduled Tribes. Central Government has made a list of 100 backward districts after conducting a survey and my constituency is also included in it. There is a long-standing demand of people of my parliamentary Constituency to lay a new railway line between Manmad and Mau via Indore for the development of Dhule district. During 1994, a budgetary provision of Rs 1.29 lakh was made for the survey of railway line between Dhule and Nardana. Survey was conducted and later on, Shri Kalmadi had ordered a survey from Manmad to Dhule also but this railway budget has no mention about that. So I understand that the Railway Ministry is not taking interest in this matter. Central railway would get connected with Western Railway through this line from Manmad to Indore-Mau via Dhule and Nardana. It shorten the distance

*Speech was laid on the Table.

[Shri Bapu Hari Chaure]

to Delhi by 200 Kms. This is a long pending demand of people of Dhule and Indore. On this issue, demonstration and agitations take place every year. I request the Railway Ministry to provide a new railway line from Manmad to Nardana via Dhule.

I would like to repeat another long pending demand of people of my Constituency. 6 berths are reserved in ordinary 1st Class coach and 1½ bogey is attached to Amritsar-Dadar Express for the passengers of Dhule Chalisgaon going from Dhule to Mumbai.

However, this facility is adequate for the people of the District who visit Mumbai to go to the Ministry for one or the other purpose. Therefore, I demand that an extra bogey should be attached to this train. Also the six berths reserved in 1st Class bogey for political leaders and Government officers of class-I and Class-II are insufficient. Therefore, I demand a provision of reservation of 4 berths in AC-IInd Class Coach from Chalisgaon in Dadar-Amritsar trains number 1057, 1058 for Dhule people.

I also demand that from Chalisgaon provision of reservation of 4 berths should be made in Maharashtra Express which goes to Poona via Chalisgaon.

The railway line from Udhana to Jathagaon passes through my parliamentary Constituency Dhule and its doubling work was started in 1986. The work was completed from Jalgaon to Amner only. The work in remaining part is still incomplete. This line passes through the tribal areas of Gujarat and Maharashtra. The work on 306 Kms stretch is still pending. I request to complete this project.

There is a long-standing demand to provide stoppage to Howrah Express at Nardana. People of Dhule district have no other facility to go. I request to provide stoppage of Howrah Express at Nardana.

I support the budget presented by Shri Lalu ji.

[English]

*SHRIMATI V. RADHIKA SELVI (Tiruchendur): Sir, I congratulate the honourable Minister of Railways for his excellent Budget, in which both rich and poor, are benefited. In particular, the unemployed youth, can attend Central Government interviews, without spending their

*Speech was laid on the Table.

money. This is appreciated by people of all walks of life. Tamil Nadu has received five long distance, express trains for which I tender my heart felt thanks to the Honourable Railway Minister. I also thank the Honourable Railway Minister for allocating two trains to my district peoples. One between Chennai Central and Nagarcoil and other between Chennai Egmore to Thenkasi. Honourable Deputy Minister Mr. Velu said that Tiruchendur to Tirunelveli, broad gauge conversion will be completed in May, 2006, he expressed this when he came for inspection in my constituency Tiruchendur is very short and I request the Minister, to expedite the conversion work. To enable the salt producer's suffering, to come to an end. Now the salt manufactures, are giving double wages, for loading railways they are giving for, metre gauge loading, and other for broad gauge. When broad gauge work is done at an early date, the salt producer's need not to give double wages.

Moreover, tourists attraction places like Kanya Kumari and Tiruchendur are there in my constituency, there are plenty of peoples from all over India and abroad who wish to visit Kanya Kumari and Tiruchendur from Rameswaram. Now it is high time that the separate railway line is laid from Rameswaram to Kanya Kumari via Tuticorin, Tiruchendur and Kundakulam.

There is a Naval base at Vijayanarayanam, atomic power station at Kudankulam and ISRO at Kaval Kinara. All these places are important with national security. People from all over India work in these places. Hi-tech park is under process for operation, at Nanguneri. All these places are in my constituency. Atmac chairman Mr. Charles Lucas and four of his partners have come from U.S.A. and visited hi-tech park site on 7th July, 2004 and they have said that this project work will be started in a couple of weeks time.

Since so many important places are there in my Tiruchendur constituency. I suggest and request Honourable Minister of Railways to increase weekly once train from Chennai to Nagarcoil to twice weekly with extension to Kanya Kumari. There is a train between Kanyakumari-Nizamuddin once in a week which need your kind attention to make it thrice. This has to be made double track students, office goers and business peoples could not reach in time because of too many crossings and the time taken to reach Kanya Kumari is very high.

Between Tirunelveli to Tiruchendur a few level crossings are unmanned, these level crossings has to be made manned to avoid accidents.

The teachers who take students for education tours were given 50% fare concessions in Railways. It has been reduced to 25% which need your Excellency's kind consideration to revert back to 50% or before. This will develop the students education and turn the country can increase intellectual potential.

[*Translation*]

*SHRI BHUPINDER SINGH HOODA (Rohtak): Sir, I want to thank the hon. Railway Minister for not increasing passenger fares and freight rates. Railways have a special significance in the vast land of India with a population of more than 100 crores, it connects one part of country to another.

Sir, Railways as a means of travel are used by the rich and the poor alike. Aeroplanes and cars are the means of the rich and similarly buses are the means of travel of the poor but railways are used by every section of society so the concessions given to rail passengers reach every section of the society.

Sir, I want to draw the attention of the hon. Railway Minister towards Haryana. Haryana surrounds the National Capital territory from three sides. Most of the supplies of pure milk and fresh vegetables to the Delhities are made from Haryana. Not only this, Haryana has to face the pressure of increasing population in Delhi. That is why, it has become a national necessity to increase rail facilities in this region.

Punjab and Haryana make special contribution in the supply of foodgrains and Jammu and Kashmir and Himachal Pradesh in the supply of fruits in the country. Earlier, heavy vehicles like trucks etc. carrying grains and fruits from these four States used to pass through Delhi due to which there were regular traffic jams in Delhi. Now to ease the traffic in Delhi, the Government has converted the road from Rewari via Jhajjar-Rohtak to Panipat into a national highway for plying heavy vehicles which has lessened the traffic in Delhi to great extent.

Sir, the way Rewari-Jhajjar-Rohtak road was converted into a national highway, similarly it is the need of the hour to lay Rewari-Jhajjar-Rohtak railway line and thus add a new chapter in the history of Indian Railway. It is a long standing demand.

As a result of my efforts, the then Railway Minister and Planning Commission gave their approval.

Therefore I request the hon. Minister of Railways to show his foresightedness and announce a railway line

*Speech was laid on the Table.

connecting Rewari to Rohtak via Jhajjar. It would not only benefit the public of Haryana but Delhi would be saved from the unnecessary rush of trains carrying goods from Punjab, Haryana, Jammu and Kashmir and Himachal Pradesh.

I want to present some more demands and suggestions for the consideration of the hon. Railways Minister.

1. An electric train should be introduced between Rohtak and Delhi. It would ease the problem of housing in Delhi as approximately 10 lakh people come to Delhi from Haryana.
2. There is no passenger train from Rohtak to Delhi after 9.30 a.m. till 3.30 in the afternoon. At least one train should be introduced to run during these hours.
3. Kissan Express should be given stoppage at Kalanaur station as there is no stoppage between Rohtak and Bhiwani and Kalanaur is a big township and is located midway between Rohtak and Bhiwani. Giving it a stoppage at Kalanaur would justify its name *i.e.* Kissan Express as farmers would get opportunity to travel by this train.
4. New Delhi-Shri Ganganagar Inter City Express, Punjab Mail and Dholadhar Express should be given stoppage at Sanpla station.
5. There is no shed at platform No. one and two at Sanpla. It should be provided.
6. Drinking water is not available at Sanpla Station. Haryana Government have stated that the Railways have not deposited the bill that is why the water supply has been disconnected. If a cycle stand or scooter stand is constructed at Sanpla, then it would generate for railways a good income and the passengers too would be benefited.

[*English*]

*SHRI P. MOHAN (Madurai): We highly appreciated and welcome whole heartedly your maiden railway budget, presented last week.

Your proposals regarding the utilisation of Khadi, handloom products in railways and Kulhars to help Kumhars help them rise from poverty. Indeed a laudable initiative.

*Speech was laid on the Table.

[Shri P. Mohan]

Introduction of Sampark Kranti trains to reduce the travelling time is a step in right direction. Also steps taken such as 'free travel' to unemployed youths going to interviews. Not increasing fare is also welcome step.

While welcoming overall goodness about the budget, I like to bring to your kind attention to certain projects, have been inadvertently left out.

I hail from Tamilnadu—elected from Madurai—an ancient temple city, famous for Meenakshi Amman Temple, a tourist and pilgrim centre.

Sir, I bring to your kind attention that the doubling of MDU-DG is taking its own time for completion Rs. 96 crore was allotted to this project. Now, in the current budget 2004-05, only a paltry sum 3.22 crores has been allocated. With this small amount, the doubling project may take longer time. As such the project is so vital for connection to West and North of Madurai. Since the single track system giving more constraints to run and introduce more trains from Chennai to South of Tamilnadu. The project assures more significance considering the traffic volume of passenger as well as goods.

Hence, I request to allot the entire amount of 96 crores and help complete. Another project must be taken immediately is from Trichy to Manamadura. If this project is taken up in this financial year, it will give boost to the neither too neglected area and reduce the travel time to Chennai.

In my constituency, apart from main Madurai station, there is one station North of Madurai namely Kudal Nagar station. This station can be developed as a passenger terminal as this will help the public mostly, who are living worth of Madurai.

The following trains can be extended upto Madurai on a trial basis, as there is no direct connection to these cities on a regular basis.

1. Chennai-Vijaywada Jan Shatabdi may be extended upto Madurai.
2. Chennai-Jodhpur-upto Madurai
3. Tuticorin-Hosur-Bangalore
4. A new line may be laid from Dindigul to Sabarimala a famous worship place where lakhs of devotees throng every year. The new line may be laid through Periyakulam.

5. A new line may be laid from Madurai to Tuticorin via Aruppukotti, Vilathikulam Tuticorin—which is economically viable and takes lesser time to reach the port city.

*SHRI P. KARUNAKARAN (Kasargod): At the outset, I congratulate you for the progressive outlook of the Railway Budget presented in the house. On the other hand I would like to express a sense of dissatisfaction and discontent among the people of Kerala for the continued neglect by the railways to the interest of State of Kerala. Even you have mentioned about the neglect towards Kerala in the budget speech. In view of this, I seek your immediate attention to those issues in the development of railways in Kerala. Though we have already given a number of proposals, now we are projecting a few of them.

So I humbly request you to consider the following requirements favourably and do the needful as early as possible.

1. Change the weekly Schedule of the train 6603 & 6604 plying in the route Trivandrum—Mangalore & Mangalore-Trivandrum, to 7 days a week and also extend its route to Mumbai Central.
2. Extend the train no. 6347 & 6348 plying in the route Trivandrum—Cannanore & Cannanore—Trivandrum, to Mangalore.
3. Doubling of railway lines from Cochin to Kottayam.

Please consider these legitimate requirements favourably.

*SHRI A.V. BELLARMIN (Nagercoil): I congratulate you and express my appreciation for having presented a people friendly Budget without hiking the passenger fares and the freight rates and announced a series of measures and concessions for virtually all sections. Free travel in Second Class for youth travelling for Central Government interviews, security for unorganised workers, in Railway, appointment of women—ticket examiners, concessional travel to the escorts of the impaired, tourism facilities, railway protection, priority in development plans in Tamil Nadu etc. deserve special mention.

*Speech was laid on the Table.

Besides, I would like to request you to include the following aspects, which were already brought to your kind attention.

1. The proposed Delhi-Madurai (Tamil Nadu) "Sampark Kranthi" Express train should be extended to Kanyakumari.
2. The proposed 'Weekly Once' 'Chennai—Central' via Katpadi, Erode, Karur and Dindigul should be made daily.
3. A train starting in the evening from Nagercoil and reaches Coimbatore in the next morning should be announced.
4. In the proposed double line assessment, all the intervening stations, linking Thiruvananthapuram, Nagercoil-Chengleppe should be included.
5. To reduce the inordinate delay in Thiruvananthapuram-Nagercoil-Tirunelveli line, stations at Nemon, Parasali (Kerala) Palliyadi, Veerani (Tamil Nadu) should be converted into crossing stations.
6. Additional platform should be provided at Nagercoil, Eraniel, Kuzhithurai stations to obviate traffic congestion.
7. Over-Bridges to be erected at Putheri and Palliyadi.
8. Foot-over Bridge to be provided at Kuzhithurai station.
9. Computerised Reservation Centres should be opened at Eraniel and Kuzhithurai stations, permanent stops should be provided for all up and down express-long distance trains.
10. Additional computerised Reservation counter and another counter for current booking should be opened at Nagercoil station to obviate the difficulties of the travelling public.
11. Powers should be delegated to the station authorities at Nagercoil station to confirm waiting list under E.Q. and E.Q. should be doubled.
12. A full-fledged Railway station should be set-up at Parvathipuram.

*SHRI ANWAR HUSSAIN (Dhubri): Sir, the first Railway Budget presented by Shri Lalu Prasad Yadavji

deserves congratulations. I congratulate him warmly for not enhancing the passengers fares and goods freight charges. The free travel of Railway employees, both technical and non-technical, and various facilities announced by him for the physically challenged, senior citizens, deaf, dumb and other physically handicapped persons. He further deserves appreciation for his endeavour to uplift some sick and almost dead cottage industries like khadi, pottery, etc. The sympathetic approach towards poor hawkers, vendor, book sellers, widows of our defence wings, Railway employees is also highly appreciable. Entertainment with indigenous items of 'jalpan' has encourage the poor farmers to add something in their income. For all these and many other things, which are promised in the Railway Budget speech, I thank Shri Lalu Prasadji wholeheartedly. He would have blessings of the parents of the job-seekers who have been given the opportunity of free travel in respect of their interviews.

Personally I express my gratefulness for his announcement in respect of running an express train from New Delhi to Guwahati; and other train from Guwahati to Jha-Jha. Only a week ago, he had kindly met two delegation from North East and I was in the delegation. I urged upon him to run the above trains. The Guwahati-New Delhi via Jogighop and other from Guwahati to Jha-Jha. Thanks to him for taking prompt action for running the trains.

But I am constraint to make some observations in respect of North Eastern Railway. As I hail from North Eastern Region, I must draw the attention of the Railway Minister to the following facts:

1. Sir, Dhnri-Fakiragram Railway service was closed three years back. By this Dhnri has been cut off from the rest of the country in respect of Railway service. This district with a population of more than 16 lakhs, 75% of whom are muslims, are totally isolated. However, conversion of this Metre Gauge to Board Gauge has been taken up. Seeing the progress, it appears that it would take decades and decades to complete it. I am concerned that there is no mention of this line in the Budget estimates as has been proposed.
2. Sir, there was railway service from Moirabani to Chapar Mukh. Subsequently, it was closed some seven or eight years ago. During NDA regime, the railway lines started dismantling and withdrawing just one month before last Parliamentary elections. Mr. Nitish Kumarji paid

[Shri Anwar Hussain]

a visit of that area. In a largely attended gathering, he laid foundation of reconstruction of Moiralbari-Champarmukh line. But unfortunately, there is no record of any project and no money was sanctioned. Thus the people were betrayed.

If the Government wants upliftment of the minorities, this line must be reconstructed. Because 80% people of minority community of that area would be benefited by it.

3. There was a long pending demand for a new line from Mahendraganj (Meghalaya) to Goalpara via Mankachar. I would earnestly request the Government to take up the line for the benefit of the poor Christians and Muslims of Meghalaya, Dhnabri District and Goalpara district. The old conception of avoiding the areas inhabited by minorities in North Eastern should be said good bye.

*SHRI SANTASRI CHATTERJEE (Serampore): Sir, while the Hon'ble Railway Minister in his Budget speech has announced certain amenities for the passengers, I would suggest the following for his kind consideration.

The hon'ble Minister might be aware of the plight of the commuters on the suburban of Howrah and Sealdah which beggars description. To mitigate their hardship, a plan is necessary to improve the conditions of Howrah and Sealdah Stations at the first phase; and in the second phase, some more stations may be selected.

Passengers associations may be associated with this improvement programme.

I may specially draw the attention of the Hon'ble Minister for improvement of amenities of the passengers of Dankuni, Sheuonaphuli, Serampore, Risna, Konnagore, Hindmotor, Uttarpora, Janai Road in a phased manner.

I thank you, Sir, for giving me this opportunity.

*PROF. BASUDEB BARMAN (Mathurapur): Sir, I like to draw your kind attention and to the fact that the people of the Sunderbans (Districts North 24 Parganas South 24 Parganas) of West Bengal, of which 16 Mathurapur (SC) Parliamentary Constituency forms a good part, require extension of railway facilities for their economic

uplift and improving their quality of life. As you may be aware that this region of West Bengal is one of the least developed areas of the country, I, as one of the Members of Parliament (Lok Sabha), representing the people of the said area, request the Hon'ble Railway Minister to kindly consider extension of railway network facilities as suggested below:

1. Jaynagar to Raidighi;
2. Canning to Sonakhali;
3. Jaynagar to Jarntala;
4. Park Circus to Dhamakhali.

It may also be kindly noted that the largest leather complex in Asia has come up in this part of West Bengal and extension of railway facilities will definitely help improve the economy of the area.

May I therefore earnestly request the Hon'ble Railway Minister to kindly consider the issue from a holistic and kind view and include the extensions as given above in this year's (2004-05) Railway Budget in the general interest of the people of the area, especially of the weaker and poorer sections of the rural South West Bengal.

*SHRI JOACHIM BAXLA (Alipurduar): Sir, I would like to draw the attention of the Hon'ble Minister to the following matters relating to Railway Budget 2004-2005:

1. Please extend services of Mahananda Express from NTP to Alipurduar Jn.
2. Please make Arrangements for construction of Railway Track between Rajabhatkama and Jainti to attract tourists.
3. Issue licence for land at Alipurduar Railway Bazar.
4. Open recruitment office at Alipurduar.
5. Restart sports quota recruitment.
6. Set up lane changing centre at Alipurduar Jn.
7. Allow stoppage to Kanchan Kanya Expt at Kalchini and Hasimara and Dalgaon.
8. Allow stoppage of Inter City Express at Raja Bhatkana and Kalchini.
9. Thanks for Alipurduar-Ranchi Train.

*SHRI LALIT MOHAN SUKLABAIIDYA (Karimganj): I defend the Railway Budget placed before the House by Honourable Minister for Railways.

Sir, perhaps this is the first time, we got a Railway Budget for our country, which is appreciated by all concerns of the Indian society.

This Budget is really a passenger-oriented Budget in which passenger fares have not been increased rather; the amenities have been proposed to be increased. It takes care for the poor villagers who are engaged in the production of the earthen pots and khadi industries. As the biggest family of India, *i.e.* Indian Railway will use the earthen pots in place of plastic and Khaddar will substitute all other clothes.

The freight charges have not been increased but the increase in commodity carrying capacity will increase the income of Railways. For transportation of the vegetables and perishable commodities it is proposed to introduce a Refrigerated train. So producer of agricultural sector will be benefited by this transport system.

This Budget is employment potential. As it indicates huge number of posts will be created in Railways as RPF will get additional responsibility for escorting the trains and protecting the passengers. And on the other hand, the long standing problems of the unmanned gates that could not be solved in the past decades, the Honourable Minister proposed to solve this problem by posting Chaukidars. Therefore, a large number of posts of RPF, Chaukidars and the posts in management are bound to be created.

This Budget introduced a number of social security measures, *i.e.* the unemployed youth will get free ticket for attending interviews. This is really unprecedented. Again another striking feature is that, Railway vender, porters and hawkers who are integral part of the railways were never thought of so seriously in any Budget of Indian Railways in the past. But in this Budget, these peoples are given the benefit of free tickets insurance and it also provides the pension benefits for these people. The concessions announced for different categories of patients, their escorts and dependants of different categories of distressed people are also appreciated by all.

Sir, al knows these things whatever I told. Now, I want to say something new not told by any honourable Member.

Sir, I represent Karimganj and Hallakandi and development block of Cachar. In my constituency, railway system is almost rejected by the people during the last few years. Almost all the railway track of my constituency is in deplorable condition, which results in frequent suspension of the train services without notice.

The most surprising point is that Sir, in these lines train moves in the very slow speed. Train takes 2½ hours in connecting two district headquarters Karimganj and Silchar having a covering distance of 51 kms. only and this is our main line. In branch lines, Kattakal, Lalabazar, Zamira, a train takes 5 to 6 hours to cover a distance of only 68 kms. In Barigram-Dullabchan line a train takes more than 2 hours to cover a distance of 29 kms. I think the slow speed of train will take us to the age of bullock cart. Everywhere in the country there is revolutionary development in the railway transport system, but in my constituency as there is no development, during the last 7 years, no maintenance work was done in the railways otherwise, the system would not be so deteriorated and people could not be compelled to reject the railway in my constituency.

Sir, everywhere there is the growth and demand for all commodities and services including transportation has been increasing day by day, but in my constituency, the demand for railway transportation are made to decrease intentionally by the railway authority and recently they closed down about 14 stations designating them as non-economic. There is no arrangement for the selling and checking of tickets. Therefore, it is requested to take appropriate actions for maintenance and rescheduling of the trains, so that this can serve the common people who are forced to take the roadways paying more fare and to reopen all the stations closed down by Railway authority.

Sir, our region include three districts of South Assam, *i.e.* Cachar, Karimganj, Hailakandi, Mizoram, Tripura and a part of Manipur were directly linked with Guwahati through a meter gauge since the inception of North Frontier Railway. The Governments abrupt decision to withdraw metre gauge from Lumding to Guwahati route compelled our people to undertake insecure and strenuous bus journeys to reach Guwahati paying double the fare of the train since last ten years. The conversion of metre gauge form Lumding, Badarur, Silchar may enable us to restore the direct railway link and the work was started about ten years back. From statistics, it indicates that, only 25% of work could be completed within ten years. We do not know how long it will take to complete the

*Speech was laid on the Table.

[Shri Lalit Mohan Suklabaidya]

conversion. A team of MPs visited this conversion about three years back and they suggested several measures for taking up the speedy conversion, but the then Government did not take any such action. Sir, there is a long standing demand for declaring Badarpur Jn. as the Railway Division. If Badarpur where requisite Railway land is available for Divisional Office is declared as the Railway Division, the Railway system and the broad gauge conversion can be supervised more effectively.

Sir, Konkan Railway was not a converted railway but is a new railway constructed in a difficult terrain but the construction of this railway did not take this much time. I am sorry that the railway authority could not realise the sufferings of our people of our region during the last seven years and neglected to convert 200 kms railway line from Lumding to Silchar.

Sir, in the year 2000, Mr. George Fernandez visited Karimganj and Silchar. He received representation very sympathetically from senior journalists and different organizations and was told about the deplorable condition of the railways. He promised on the spot that, he will take action to make the train speedy and will take action for the installation of the metre gauge line from Lumding to Guwahati, so that people from this region could directly move to Guwahati by railway, but unfortunately, he did not take any action.

Sir, I am happy that the honourable Railway Minister declared in his budget speech for conversion of the Lumding-Silchar MG Line expeditiously and programme will be made out for its time bound completion. Though the amount allotted is not adequate, I hope the honourable Minister as he declared time bound programme for construction, he will arrange for the additional requisite fund for completion of the work. I also request the honourable Minister to send a team of MPs to visit the railway system of this region to assess the construction work so far done for the conversion of the Lumding-Badarpur railway section, so that suffering of the people can be realized and proper action can be taken as soon as possible. I once again thank the Honourable Minister for Railways for presenting a Budget for the people and I hope his next budget will also have another point, *i.e.* point of remedial approach for the suffering of the people all over India where the Railway systems were deteriorated and nobody is taking care for its development.

*SHRIMATI MINATI SEN (Jalpaiguri): My Parliamentary Constituency and adjacent area is virtually

unattended since independence. I have raised my voice in the floor of the Parliament in many occasions but despite clamoring both inside and out side the Parliament the people's genuine demands and grievances were not taken into consideration.

Sir, Jalpaiguri is the Divisional Head Quarter. The permanent Bench of Kolkata High Court and the Tea Auction centre are likely to start its functionary very soon.

Moreover, there are innumerable tourist spots. The wild life (specially rhinoceros), green forest too alluring the tourist and travellers. Here tourism is much resourceful and flourishing. The local people as well as the country will be immensely benefited if proper Railway links as proposed are completed. Tea is the key industry in the District. It earns crores of foreign exchange. Besides Tea Industry, Jute, rich forest wealth, handicraft, surplus crops and green vegetables needs to be exported from the District to other Districts/State/Countries if communication system like Railways can be provided.

The Jalpaiguri District is the flood prone area, hilly rivers and its tributaries, numerous rivulets causes devastating floods and eventually damage roads bridges and jeopardize the road communication besides loss of lives and properties, resulting in to that one place to another becomes inaccessible in absence of the well knit of Railway communication in the District.

The District being the corridor of North Eastern States, proper Railway links/services, alternative routes deserves highest priority. My Proposals are Sir,

1. Upgradation of Raninager Railway Junction: Station on NFR as standard one has not been included, I urge upon the Government to make a spot survey of its feasibility and to take action for upgradation of the Railway junction in the NFR between Jalpaiguri and Balacoba in District of Jalpaiguri, West Bengal.
2. Construction of Rail Over Bridge at Mohit Nagar Railway level crossing on 12 state Highway in the District of Jalpaiguri:

The road connecting Siliguri—Jalpaiguri and New Jalpaiguri is a very important state Highway Roads of North Bengal as it is the main connection between rest of India and entire North East. There is consequently a very heavy traffic on this road. The Railway over bridge at Mohit Nagar level crossing is a long need demand of the people of Jalpaiguri and also of those who use this road.

3. Extension of some trains services to Jalpaiguri and Electrification of the Railway line between NJP—Jalpaiguri Road Station, Haldibari.

In view of rapid growth of offices and industries in this locality by setting up permanent bench of Kolkata High Court, having industrial zone, B.E. College, polytechnic, B-Pharma College, Tea auction centre etc. people have to depend on New Jalpaiguri railway Station about 50 K.M. away for availing major trains to Kolkata and rest of the country. I would request you again to consider the following proposals in the greater interest of the region.

- a. Extension of Kanchan Kanya Express to the Jalpaiguri Railway Station or the Jalpaiguri Road Station.
- b. Provide a stoppage at Jalpaiguri road station for Uttarbanga Express.
- c. Railway line between NJP to Haldibari be electrified. This would facilitate the extension of many major trains up to Haldibari. It will also ensure a better connectivity between Siliguri and Jalpaiguri which now solely depends on the uncertain and risky road transport.
- d. Originate and terminate the Dajreeling Mail from Jalpaiguri Station instead of New Jalpaiguri Railway Station. At present a part of the Darjeeling Mail with only sleeper class bogies originate from Haldibari, passes through Jalpaiguri and gets attached to the Darjeeling Mail at NJP Station. However, this facility is not at all adequate considering the large traffic of officials and Ministers to and from Kolkata. Moreover, even this facility is not available with the Darjeeling Mail from Sealdah to NJP.

4. Construction of Station Market at Jalpaiguri Station.

There is a daily market to adjacent to Jalpaiguri Railway Station within Railway land since 1968. Near about 600 shop keeper were occupying their land for which a proposal for construction of station market was initiated long ago for which a part of land measuring 2.05 acres of railway land was essential to construct the market complex. Over a decade several efforts were taken by the administration, MPs of this locality but no fruitful result has come to solve the problem. I trust upon the Government that the new Hon'ble Minister will be able to appreciate the problem and negotiate the situation to the long felt need of this town.

5. Conversion of Oodalbari Railway Station to a full fledged Station.

Gauge conversion from MG to BG from NJP to Alipurduar on NFR is nearly completed now. I once again request you to take a proper action in upgradation of passenger amenities by conversion of full fledged station from flag station at Oodalbari.

6. Conversion of MG Railway track to Changrabandha on NFR and arrange to re-open this route.

After a long endeavour, the railway track from new Mal Junction to Changrabandha is opened in 15th March 2001 on MG line. But after some time the train again suspended for the sake of developmental work at conversion from MG to BG from NJP to Alipurduar and assured that this route would be commissioned again when the conversion work will be completed, and train on BG has already started but this branch line (link line) not yet started even no work for conversion from MG to BG from New Mal to Changrabandha has yet been started. It is therefore necessary to improve this Railway track by conversion from MG to BG and to arrange to open this route.

7. Proposals for resumption of train service from Haldibari to Sealdah via Chilahati, Parbatipur in Bangladesh to Sealdah with open a dialogue with Bangladesh counterpart. A shorter route and improved communication system will elevate feeling of geographical isolation of this region and as well as better trade relation.

Beside this I have a few more proposals to you for consideration and necessary action please.

- (a) to set up one application receiving and examination centre of NF Railways at NJP.
- (b) Wards of Ex and existing railway staff are to be given preference in group 'D' Category.
- (c) Construction of double line track from Ambari Falakata to Kamakshy aguri on NFR in the District of Jalpaiguri.

Sir, I firmly believe that when a mass leader is honouring the chair of the Railway Ministry realising the peoples problem you will definitely allocate sufficient funds, and due steps would be taken to start the important projects from this fiscal year itself.

Last I support the budget.

*SHRI ABDULLAKUTTY (Cannanore): Sir, I would like to place following five points for the kind consideration of the hon. Railway Minister.

In the last Railway Budget two Road Over Bridges (ROBs) were sanctioned in my constituency, namely, at Nadal and another railway gate at Thazhechouva. An amount of Rs. 10 lakh each was allocated as token amount for the aforementioned two ROBs in the last Budget itself, but the work has not been carried out till date. These were to be constructed on the National Highway Number 17, which is one of the main Highways in my State. So, I would request you that the project should be completed immediately so that the hardship of the people of my constituency is reduced considerably.

Secondly, the Connanore Railway Station was declared as a "Model Railway Station." But the facilities and other amenities provided at that station are presently far from being called a "Model Railway Station". So, I would request through you that more modern facilities and other amenities should be made available, like a Dormitory-cum-Retiring Room being made available at the station; VIP Rooms be constructed; more parking area be made available; and more Food Over Bridges (FOBs) be made available, etc.

Thirdly, near the Cannanore Railway Station there is ample amount of waste/vacant/unutilised land in the jurisdiction of the Cannanore Railway Station. Now, a proposal has been brought forward to demolish the old bungalows that were constructed on that waste land and erect a shopping complex for commercial purposes.

Sir, fourthly, there is a proposal Eranav railway gate which is having a long pending demand for a Level Crossing (LC) Gate. It was proposed to construct the LC from the MPLAD Scheme Fund. So, I had decided to keep apart Rs. 17 lakh for that project. But, nowadays we find that all the LC Gates that are being installed—as part of modernizing them—are using the latest technology available in the market. Hence, the cost of implementing the project now has gone up to a staggering amount of Rs. 95 lakh, and I cannot accommodate that big an amount from my MPLAD Scheme Fund. So, I would request that the Railways themselves should take some positive steps in order to implement this project. It would go a long way in improving the safety of the people using that Railway crossing.

*Speech was laid on the Table.

Lastly, I have one small request to place before the hon. Railway Minister through you. One ROB is urgently needed at the 'Pappimissery—Payanangadi Highway'. The construction of the ROB at this place becomes all the more important because the famous Ezhimala Naval Academy is situated on this very route. It is not a National Highway, but a State Highway. Nevertheless, I would request that construction of a ROB at that place is absolutely necessary, and the needful should be done from the side of the Railways.

[Translation]

*SHRI TUFANI SAROJ (Saidpur): Sir, I represent the Saidpur constituency of eastern Uttar Pradesh. This constituency is spread over three districts of Gajipur, Jaunpur and Varanasi. Except Varanasi, the other two districts have been continuously neglected by the Ministry of Railways. My constituency has been grossly neglected. I would not go into details but draw attention of the hon. Railway Minister towards certain problems.

Firstly, I want to congratulate the hon. Railways Minister, Shri Lalu Prasadji on presenting a satisfying railway budget. This is the first time and he is the first Railway Minister who has honestly paid attention to the poor persons of villages particularly rural artisans. On one hand the hon. Railway Minister has given an opportunity of revival to the traditional industry of potters by making the use of kulhars compulsory in railways and on the other hand he has given a new lease of life to the families of weavers by making the use of khadi and handlooms compulsory in railways. This step of the hon. Railway Minister would save lakhs of families of potters and weavers from starvation.

Despite the commendable job, the hon. Railway Minister chose to neglect my constituency like the former Railway Minister. Audiyar junction is located in my constituency. There is a 60-70 kilometer long narrow gauge line from this place to Jaunpur. All the other railway lines of nearby areas have been converted into broad gauge but this 60-70 kilometer long line has not been converted into broad gauge as yet due to which passengers going to Jaunpur from Gajipur and Baliya face many problems. Passengers have to go to Varanasi first for going to Jaunpur. Although the public has been asking to convert this rail line into broad gauge for a long time but the railway Ministry has not paid any attention to it. I raised the issue in Lok Sabha repeatedly

*Speech was laid on the Table.

during the regime of erstwhile NDA Government too but no attention was paid towards it. After losing hope I filed a petition before the Committee on Petitions. The Committee looked into the matter and considered this demand to convert this railway line into broad gauge justified. Even then the Ministry of Railways did not take any action in this regard. In the end, the former Railway Minister laid the foundation stone of this work just before the announcement of Lok Sabha Elections to reap electoral benefits but the work has not yet started. If this line is converted into broad gauge, it would even benefit the passengers going to Baliya.

I request the hon. Railways Minister to take steps to get this work completed at the earliest in the interest of the public so that the long cherished desire of the people could be fulfilled. I have one more demand that the hon. Railway Minister should provide stoppage of Dadar-Gorakhpur Express Train at Sadaat Railway Station. A large number of people from that area work in Mumbai and they have to face a lot of problems as the said train does not stop at Sadaat station. Similarly, it is very essential to give Lichchavi Express stoppage at Dullahpur railway station. This station situated at Gajipur Ajamgarh road is very important as far as traffic movement is concerned.

Passengers come to this station from a long distance from the areas within radius of 15 kilometers and they do not have any train to come to Delhi. Thousands of passengers would be benefited if this train is provided a stoppage at Dullahpur railway station. This train stops at Mau Junction but there is no direct road to Mau from this area and the passengers have to go to Mau or Varanasi covering a long distance. Therefore, I request the hon. Minister of Railways to provide Lichchavi Express a stoppage at Dullahpur.

I want to draw the attention of the hon. Railway Minister towards one more thing, the railway line from Audiyar to Mau has been converted into broad gauge but the platforms at the stations lying in between namely Dullahpur, Jakhania, Sadaat, Mahpur etc. are in very bad condition. The height of the platforms is not according to the trains and secondly these stations lack electricity, water, shed and other facilities. I request the hon. Railway Minister to take steps to improve the situation in this regard. I am sure that the hon. Railway Minister would pay attention towards this and would initiate necessary steps for this purpose.

*SHRIMATI PRATIBHA SINGH (Mandi): Himachal Pradesh: Sir, I represent Mandi constituency of Himachal Pradesh. Mandi constituency is the second largest constituency of the country covering more than 33 thousand square kilometers of area. One part of my constituency (Kinnaur district) touches the border of China and other part (Pangi and Bharmaur of Chamba) touches Pakistan.

Announcement of new facilities in trains

Sir, the budget that hon. Railways Minister, Shri Lalu Prasad has presented this year is one of the best railway budgets presented so far. The general public is applauding the railway budget all over the country.

Sir, the hon. Railway Minister has tried to win over the public by not increasing the fare of any class and freight rates. He has announced 75 per cent concession in fares in all the classes to the patients of Hemophilia travelling to get treatment or get themselves examined in the recognised hospitals. 50 per cent concessions in fare in all categories for persons accompanying deaf and dumb persons too has been announced. Till now the concession has been given to only deaf and dumb persons but now their companions have also been given this concession. He has made an all out effort to help the patients.

Sir, computerised traffic control system has also been started. It would prevent accidents. Women are making progress in every field but till now there were no female ticket examiners in railways but Lalaji has announced that women ticket examiners groups would be deployed in railways. It would make the women passengers feel more secure. It has been announced that coolies would be given a set of pass for travelling along with their wives from their place of work to any place in India and thus their right demand has been accepted. For the first time after 56 years of independence the hon. Minister has announced a new policy for the allotment of book stalls on the railway stations to rescue the system from the control of foreign companies and under this policy book stalls would be allotted only to unemployed graduates or their organisations. Provision for 25 per cent reservation for Scheduled Castes, Scheduled Tribes, backward classes poor persons, handicapped persons and widows of railway personnel have been made.

*Speech was laid on the Table.

[Shrimati Pratibha Singh]

Promotion of usage of Kulhar and Khadi in railways

Sir, first step has been taken towards upliftment of poor potters all over the country by promoting the use of kulhars instead of the plastic and thermocol cups. Following the principles of Mahatma Gandhi by promoting the use of Khadi in railways he has given some respite to the crores of weavers of the country who are on the verge of starvation. These efforts of the hon. Railway Minister would definitely benefit the poor persons, backward classes, scheduled castes, scheduled tribes and tribals.

Neglecting Himachal Pradesh with regard to trains

Sir, Himachal Pradesh has been grossly neglected with regard to trains. Without going into details, I want to say that only nominal development has taken place in Himachal Pradesh with regard to railways during the 56 years of independence. I would not be exaggerating if I say that all the Railway Ministers so far have neglected Himachal Pradesh as far as development and expansion of railways is concerned.

Pathankot-Jogindra Nagar Narrow Gauge Railway Line

Sir, there is only one narrow gauge line *i.e.* Pathankot-Jogindranagar railway line which was constructed by the British in 1913 for transporting machines for the construction of Uhal hydel power project in Jogindranagar area of Mandi district. That narrow gauge line has not been converted into broad gauge till today. The situation is what it was 87 years ago.

Railway Crossing on Pathankot-Jogindranagar Railway line

Sir, on the Pathankot-Jogindranagar railway line, there are several places in Kangra district of Himachal Pradesh where people live on the both the sides of railway line and people have to cross railway line for going from one place to another. They have to face lots of problems due to lack of railway crossing and people have to cross the railway line while carrying construction material and agricultural produce on their back. It results in wastage of time and money. Therefore it is my demand that a crossing should be constructed on this line at Nandpur, Bhatoli and Trippal so that people can move easily. I request the hon. Minister to convert the Pathankot-Jogindra Nagar railway line into broad gauge.

Converting Pathankot-Jogindranagar railway line into broad gauge

I have been informed that survey for this line has been completed but subsequently no provision of funds has been made. I urge that during your reply on the Railway Budget, please make a declaration regarding provision of funds for converting this narrow gauge line into broad gauge, so that the gauge conversion work can be started. This line should be extended upto Kullu-Manali. The construction work on Parvati Hydel Power Project is in progress in district Kullu. Large number of employees are working there and this line will be useful in carrying heavy machinery, etc. In addition to promotion of tourism in this area, railways revenue will also increase.

Bilaspur-Bhanupalli-Rampur railway line

Sir, the second railway line which could be beneficial to Himachal Pradesh is Bilaspur-Bhanupalli-Rampur rail line. I have learnt that survey for this line has also been completed. During recent years, Sutlej Valley Rail Construction Corporation was established with the participation of Central Government, State Government and Private Cement Companies. This Corporation was entrusted with the task of construction of this rail line, but no work has been done so far. It seems that this project has been wound up. My submission is that the work of this rail line should be undertaken on the lines of Konkan Valley Rail Construction Corporation and it should be done in a time bound manner. A provision for updating the survey on this line has been made in current year's budget but merely updating the survey will not suffice. A very good quality of cement stone is available in Bilaspur distt. of Himachal Pradesh. Several new cement factories are under construction, in addition to ACC in public sector and Gujarat Ambuja in private sector already functioning there. The work on 800 MW Keol Dam Hydro Electric Power Plant is also in progress in Bilaspur.

Sir, Sutlej Valley has a power generation capacity of 10 thousand MW. The proposed rail line will provide connectivity to many hydel power projects and it will be a real boon to the people of Himachal Pradesh. Napha-Jhakri 1500 MW power project, Kadcham 1000 MW power project and Rampur 400 MW project and other projects under construction will be connected by this line in Rampur area. In addition, many other projects are in the pipe line and some are awaiting sanction. Therefore, at least some amount should be provided for the said line in this Budget so that this could pave way for construction work.

Una-Nangal-Talwara railway line

Sir, the third line in question is Una-Nangal Talwara railway line. Its survey was conducted in 1972-73 and the work started in 1973. An amount of Rs. 210 crore are likely to be incurred on this 112.9 kms long railway line. During past 31 years, a stretch of only 33 kms could be completed, with an investment of 81 crore and 37 lakh rupees. Rs. 117 crore and 53 lakh are still to be spent on this project. A permission of Rs. 11 crore has been made for this line during current year. Sir, if pace of work remains so slow, completion of this line would take atleast another 50 years. My submission is that at least a provision of Rs. 50 crore be made in current year's budget and a target of five years be fixed for its completion.

Government of Himachal Pradesh ready for development of railways

Sir, I would like to make it clear that the Government of Himachal Pradesh is ready to provide whatever possible assistance, through its limited resources for the development of railway in the State.

Railways a symbol of country's unity and integrity

Sir, railways are not only the symbol of country's development but a symbol of country's unity and integrity also. Ours is a land of diverse languages and different castes. We find the people of different religious castes and customs in different attires in this country. Railway is the only mean which connects us with each other and make us familiar with languages, culture, ways of living, attire and eating habits of each other. Therefore, railways play a vital role in the development of a country and its expansion should take place without any sort of discrimination.

Social upliftment and not economic development is the base of development of railways

Sir, the railways should be developed on social basis and not on the basis of economic criteria. Nature has bestowed upon Himachal Pradesh the endless beauty. There are places, which have great potential of being developed as tourist centres and which can be developed as top ranking tourist spots. But in the absence of development of railways the State remain backward.

Himachal Pradesh a pious land of Gods-Godesses

Himachal Pradesh is a land of Gods-Godesses. Thousands year old temples of Gods and Godesses,

Siddha-Peeth and historical places are located in Himachal, where large number of tourists not only from India but also from abroad visit every year. Many religious places and Sidha-Peeths are located in Himachal Pradesh and the number of tourists visiting to see world famous Kullu Dussehra, Jwalaji, Chintapurni, Brajeshwari Devi, Chamunda Devi in Kangra district and Shri Naina Deviji in district Bilaspur have come down in absence of development of railway network there.

Railway: a pollution free means of transport

Sir, it is a pollution free means of transportation. In absence of railway network, Himachal apple, which is considered as top quality apple in the world, is carried to other places in trucks and there are chances of its getting perished on the way. Trees are bound to be cut for construction of road, thus creating ecological imbalance. Also diesel driven truck pollute the atmosphere.

Himachal Pradesh contributes maximum to Armed Forces

Sir, Himachal Pradesh send maximum people to the Armed Forces. But they have to travel outside the state to get railway reservation facility. Therefore, my submission is that a computerised Railway Booking Centre be opened in Mandi so that people of Mandi do not need to go to Bilaspur in H.P., Kalka in Haryana or Chandigarh or Pathankot in Punjab.

Development of Railway essential for development of Agriculture and Industries in Himachal Pradesh

Sir, as I have stated earlier, very less people in Himachal Pradesh are engaged in agriculture and the number of industries is also very less there. A large number of youth are unemployed in the country. If people in the State can set up industries and get employment but it would not proves beneficial in absence of railway lines. Transportation of raw material to the State and then transportation of finished products from the State to other parts of the country will be costly affairs. Thus expansion of railway network is essential for the development of agriculture and industries in the State.

Trains essential for transportation of high quality fruits and vegetables in Himachal Pradesh

Sir, best quality apples of the country, potatoes-seeds and off-season vegetables are produced in Himachal Pradesh. The life of farmers of Himachal Pradesh depends

[Shrimati Pratibha Singh]

upon their yield. In absence of proper railway network in the State, the farmers and gardeners are unable to carry their agro-products to the cities for selling. Therefore, my submission is that the possibilities of laying new railway lines in Himachal Pradesh should be explored and survey may be conducted. Construction work on already surveyed areas should be started and work on on-going projects should be expedited.

Railways essential for enhancing hydro-power generation in H.P.

Sir, development of railway network is essential for increasing hydro-power generated undertaking the work of industrial development, promoting tourism and developing religious places. Therefore, the development of Himachal Pradesh depends upon development of railways in the State. The State has been lagging behind in absence of proper railway network.

The people of H.P. are about to lose their patience

Sir, the people of the State are perturbed over the negligence of the State in the matter of development of railway network for the last 56 years. If this negligence continues, the peace loving people of the State will be compelled to lose their patience and they will have to take the course of agitation. I would like to request the hon. Railway Minister not to compel the people of Himachal to adopt the route of terrorism as is being witnessed in Jammu and Kashmir. My submission is that the justified demands of the people for the development of railways in the State should be accepted expeditiously.

The people of Himachal accepted their displacement for the sake of power generation

Sir, the Central Government set up many hydro-electric power projects in the State and many such projects are under construction. Lakhs of people spread over thousands of villages had to be displaced for setting up hydro-electric power projects in H.P. Innocent people of Himachal Pradesh allowed their homes and green field get inundated so that power could be supplied to Delhi, Punjab and Rajasthan based industries. However, we see that the displaced people of Bhakhra Dam are still living the life of displaced persons. They have not yet been rehabilitated. So, tolerance of the people of Himachal Pradesh should not again be put to a test by neglecting them in the case of railway.

Important Suggestions

Sir, I would like to draw the attention of the hon. Railway Minister towards three-four main points and giving some suggestions:

1. Pathankot-Jogindernagar line be converted into broad gauge and railway crossing be provided, wherever necessary.
2. Provision of funds be made in current financial year for the construction of Bilaspur-Bhanupalli-Rampur line.
3. At least a provision of Rs. 80 crore be made this year itself for the construction of Una-Nangal-Taiwara railway line and it should be completed within five years.
4. Computerised railway booking centre be opened in Mandi city.
5. Railway line from Jagadhari be extended upto Paonta Saheb where from Dehradun is just 40 kms away. It will facilitate Himachalis to travel to Dehradun from Jagadhari via Paonta Saheb.

Sir, I would like to be grateful to hon. Minister who presented a budget keeping the interests of common man in mind and it is development and welfare oriented one.

*PROF. CHANDER KUMAR (Kangra): Sir, it is my maiden speech. The Budget presented by the hon. Minister is being praised everywhere as neither the passenger fares nor freight rates have been increased, whereas bulk freight rates have been slashed.

Sir, hon. Railway Minister has ordered to switch over to earthen 'kulhars' replacing plastic and thermocol cups in furtherance of Gandhian ideology which has help lakhs and crores of poor potters to earn their livelihood. With a view to provide employment to weavers, it has been envisaged to promote use of khadi and in a true sense, he has acted in the interest of poor rural folks. Our cottage industry, which has breathing last under the pressure of modernisation will be revived. I am sure the provision for air conditioned boggies for carrying vegetables from State Capitals to Delhi and making arrangements for transporting vegetables by trians will immensely benefit vegetable growers.

Sir, railway is the best, cheapest and pollution-free mode of transport, the more it is expanded, the more it

*Speech was laid on the Table.

would be in the national interest. Expansion of railway network will not necessitate cutting of trees and ecological balance will remain intact. It will be a eco-friendly move.

In the development of railways, injustice has been done to Himachal Pradesh

Sir, I hail from district Kangra in H.P. Himachal Pradesh is a hilly, backward and bordering State of country. As far as development of railways is concerned, no progress has been made since independence in Himachal Pradesh. If we take development of railways in our country in totality, since independence and work out Himachal's share, it comes into billions of rupees, whereby larger railway network could have been developed here. But, neither the previous Governments nor the present Government bothered about it. My submission is that a proper rail network should be developed in H.P. It will help in promoting tourism, facilitation of transportation of minerals and carriage of rare herbs to cities.

Sir, I would like to bring some main facts to the knowledge of the whole country as to why the expansion and development of railway in Himachal Pradesh is necessary.

Development of railway is necessary for Fruits and off-season vegetables of H.P.

Sir, the nature has blessed Himachal Pradesh with endless beauty but due to limited resources of the State they are not being exploited. For their exploitation, networking of railway is needed. The land of Himachal Pradesh is so conducive that the country's best quality apples are grown there. Almond, apricot, chilgoje and other different sorts of dry fruits are grown there. Off-season vegetables are grown in Himachal Pradesh. The vegetables which can not be grown in other parts of the country, are grown in Himachal Pradesh but due to the lack of railway facility our farmers are not able in bringing their produces to town. Seeds of potatoes are produced only in Himachal Pradesh. Central Potato Research Centre has produced the best quality seed of potato at Kufari in Shimla which is cultivated in Himachal Pradesh, but due to lack of railway line farmers have to transport the seeds of potatoes by trucks. Crores of cartoons full of apples are transported to Azadpur Market of Delhi, capital of the country, and other different towns of the country via roads due to the lack of railway lines. If Kotgarh, Kotkhai, Rampur and Kinnour of Shimla district are directly connected with Shimla and Kalka through railways, it will facilitate the farmers in transporting their apples, potatoes

and vegetables to big towns and cities of the country and those may be transported quickly. The fruits and vegetables are perishable items. Therefore, those are transported in air-conditioned vans. Expansion of railways in Himachal Pradesh will facilitate the farmers on one hand and on the other it will save the cutting of trees to construct roads and thus environment will be saved from being polluted and railways will earn heavy income.

Expansion of railways in H.P. necessary from the view point of Social Welfare

Sir, Railways should not adopt the commercial view in the extension and development of railway lines. Railways have social responsibilities too. In various parts of India different people live. They speak different languages, and follow different customs, they wear different attires and they eat different foods but railways is the only means which connects one corner of the country with the others and the passengers get the opportunity to understand the areas, languages, standard of living, customs and food habits of one-another. Hence, railways have a special contribution in the progress of the country and the railways should discharge this social responsibility of the progress of the country. When the matter of expansion of railways in Himachal Pradesh is raised by the representatives of Himachal Pradesh, the answer of the Ministry of Railways, generally, is that railways will be business of loss there or laying railway lines on such high mountains is difficult and highly expensive. Mr. Speaker, Sir, I would like to tell that in Switzerland and other European countries railways tracks have been laid on very high mountains and trains are running thereon. In our country itself construction of railway line from Jammu and Kashmir valley is in progress. The nature has gifted Himachal Pradesh with endless beauty and forests. If expansion and development of railways in Himachal Pradesh is done, it can not be loss making exercise for the Ministry of Railways.

Development and expansion of railways in H.P. necessary from strategic point of view

Sir, Himachal Pradesh is called the land of gods. Himachal Pradesh is situated among high hills of the Himalayas. The highest passes of the country are near Rohtang and Kunjam in Himachal Pradesh which are on 14 thousand 500 feet height and 17 thousand feet height respectively. Borders of Kinnour district of Himachal Pradesh touch China and borders of Pangi and Bharmaur tehsils of Chamba district touch Pakistan. From this point of view development and expansion of railways in

[Prof. Chander Kumar]

Himachal Pradesh is necessary and connecting the headquarter of Kinnour district—Kalpa, headquarter of Lahaul-Kelang, Headquarter of Spiti-Kaja and tehsil headquarter Chamba district—Pangi Bharnaur is very essential from the security point of view.

Development of railways necessary for encouraging tourism in H.P.

Sir, not only national fame but international fame tourist centers are there in Himachal Pradesh. People from different parts of the world come here for ice-skating. Different sorts of other games to be played on ice are played here but more people are not able in coming here due to lack of railways.

Sir, there are many temples and sidhapithas in Kangra district which are thousands year old. Lacs of people come every year to visit these places. There are many ancient and historical places such as Jwala Devi, Kangra Devi and some famous places in the world as Brijeshwari Mata, Chintapurni Mata, Chamunda Mata etc. Shri Naina Devi in Bialspur, at Panwta in Sirmour district there is an ancient gurudwara for Sikhs. These are places where devotees not only from India but from all over the world come. Sir, it will take much time if I start counting ancient temples and gods and goddesses of Himachal Pradesh. Since there is paucity of time, I would like to put my points in short. There are many international fame places in Himachal Pradesh where lacs of people from India and abroad come every year but due to lack of railways number of visitors gets limited.

I would like to bring in the notice of the Minister of Railways that Brijeshwari Mata of Kangra district is worshipped in lacs of the families of devotees from his State Bihar and Eastern Uttar Pradesh and she is their 'Kuldevi' to visit whom lack of visitors come from Bihar every year.

Sir, beautiful tourist places like Kullu and Manali are there in Himachal Pradesh. Kullu Dusehra is famous not only in the country but also in the world and it is celebrated as international festival. There are many such places in Himachal Pradesh which, if these are linked with other parts of the country through railway, will increase the tourism in the State and the country will earn foreign currency. Railways will also receive revenue through this.

Approval for construction of only two rail-line after independence in H.P.

Sir, with profound grief I have to say that after 56 years of independence, in Himachal Pradesh only one

broad gauge rail line Una-Nangal-Talwara, 112.9 km. and the other from Kalka to Parwanu, 7 km. rail line have been sanctioned where the construction work is in progress.

Una-Nangal-Talwara Rail Line

Sir, survey of Una-Nangal-Talwara rail line was completed in 1973. Since 1973, its construction work is in progress. Now, today when I am speaking in the House, 31 years have lapsed since starting of its construction work and only 33 km. rail line has been completed. If you have a look at the speed of its construction work, you will be surprised to know that about one km. rail line is completed in a year. If the speed of construction remains so, it will take 100 years to be completed.

Sir, I would like to bring to your notice that Rs. 210 crore are to be spent on construction of 112.9 km. stretch of this line. Only Rs. 81.47 crore have been spent during last 31 years and Rs. 117.53 crore are yet to be spent. This year, Rs. 11 crore have been allocated for construction of this line. If this work will go on with such a slow speed and if so less amount is allocated, neither hon'ble Minister will be here to inaugurate this nor I when this rail line is completed. Therefore, I would like to request that the construction work of this line be completed expeditiously. At least Rs. 80 crore be allocated this year for its construction and a time-limit of five years be fixed for completion of this work.

Pathankot-Jogindra Nagar Narrow-gauge Railway line

Sir, in my Parliamentary Constituency Kangra valley Express train runs on a narrow gauge rail-line—Pathankot-Jogindra Nagar. The Britishers had constructed it in 1913. At that time the need of this line was felt because heavy machinery was to be carried for construction of Uhul Hydro-Power Project near Jogindra Nagar in Mandi district. Since then it is still a narrow gauge line. Some Railway officers have told me that survey has been completed for converting this into broad gauge. If survey has been conducted, I would like to know when that was conducted and whether any action has been taken for its construction after survey or has the provision been made for token amount?

What is use of survey if provision for token amount has not been made? To promote tourism the Pathankot-Jogindra Nagar narrow gauge line be extended upto Manali. Parvati Hydro-Power Project in Kullu district is

under construction for which heavy machinery can easily be carried by trains. Extension of this line upto Manali will not only promote tourism but it will also provide facility for carriage of machineries of power projects and convenience for employees working therein increasing thereby the revenue of railways.

Railways necessary for Industrial Development in Himachal Pradesh

Sir, hardly any industry is there in Himachal Pradesh. If railways is developed and a rail-line from Kalka to Baddhi via Nalagarh (District Solan) is constructed, there will be great increase in the number of industries in Himachal Pradesh which will generate huge revenue for the Government as excise duty along with the income of the State Government.

Need of Railways in Himachal Pradesh for the Development and expansion of Cement Companies

Sir, good quality stone (raw materials) for production of cement is available in Bilaspur district of Himachal Pradesh. Therefore, production is on in A.C.C. Cement factory and in Ambuja Cement Factory in Barmana and many factories are being set-up in private sector but for want of railways the setting-up process of factories is very slow as heavy machineries for setting-up of cement industry are carried by trucks which is time-taking and machineries are not carried there safely. Likewise, cement produced in the factories is being transported out of the State by trucks which is very expensive and time-taking. Therefore, construction of Bilaspur-Bhanupalli-Rampur rail line is essential.

Construction of Bilaspur-Bhanupalli-Rampur Railway Line

Sir, I have been informed that survey for the construction of Bilaspur-Bhanupalli-Rampur railway had been conducted long ago and Satluj-Valley Railway Corporation was established in the last few years in which 50 percent share was to be contributed by the Ministry of Railways, 25 percent share by the Govt. of Himachal Pradesh and the rest 25 percent by private cement factories but no progress is seen in this regard till now. It seems that this corporation has been closed. I would like to request that construction of this rail-line should be done by establishing a corporation on the pattern of Konkan Valley Railway Corporation. Construction of this railway will directly connect Rampur, situated on a higher altitude than Shimla district and its surrounding areas

and consequently, apples, dry fruits and vegetables grown by the farmers of the areas can be transported.

Construction of Railway Line upto Jwala Devi via Ranital

Sir, as I have said, Himachal Pradesh has been an ancient and historical land of gods and goddesses. Lacs of visitors and devotees come every year to offer prayers to Jwala Maa in Kangra district situated in my Parliamentary Constituency but due to the lack of railways they have to face many difficulties. Railway line is already available from Pathankot to Jogendra Nagar. If about 16 km. rail line is constructed via Ranital and Jwala Devi is connected and Dyotsidh, a very ancient religious place is connected with Jwala Devi through railway then old, handicapped and female pilgrims will get the benefit of having darshan of gods and goddesses on one hand and on the other railway will have the blessing of people alongwith earning huge revenue and tourism in Himachal Pradesh will get promoted.

Construction of 20 km. rail line from Anandpur Sahib to Shri Naina Devi

Sir, Shri Naina Devi is a very ancient religious place in Bilaspur district of Himachal Pradesh. If it is connected with Anandpur Sahib by constructing a rail line about 20 km. then railways will receive heavy revenue. According to a speculation, about 8 lakh devotees come every year to offer their prayers to Shri Naina Devi.

Expansion of Railways necessary for the Welfare of displaced people of Bhakhra Dam In Himachal Pradesh

Sir, as the country knows, Bhakhra dam was constructed in the decade of 1960s to provide electricity to Punjab, Haryana, Rajasthan and Delhi in which thousands of villages of Himachal Pradesh were destroyed and lacs of people were displaced.

Sir, the people of Himachal Pradesh let their green fields and houses drowned into water so that Delhi, Punjab and Haryana may get electricity and industries may be developed and crops may be grown in the desert of Rajasthan but the Central Government did not fulfil its promise of modest and suitable rehabilitation of those people. As a result even after 44 years, today there are many such Bhakhra Dam displaced people who have not been suitably rehabilitated. In which parts of Punjab, Haryana and Rajasthan they have been rehabilitated, they

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are being discriminated. There are neither roads nor drinking water and neither schools nor other basic facilities in the areas where they have been rehabilitated. If in Kangra and Bilaspur, where they have been rehabilitated, expansion of railways is done, they will have convenience.

Computerised Ticket Booking Centre for Army Personnel of Himachal Pradesh be opened in Jwail

Sir, you know that there is hardly any industry in Himachal Pradesh and cultivation is hardly done. People of Himachal Pradesh feel proud is serving the nation by getting recruitment in army. It is on account of this that in any war such as China-India war of 1962, Pakistan-India war of 1972 or Kargil war, many army personnel from Himachal Pradesh protected the glory and prestige of the nation by sacrificing their lives and crushed the unholy intentions of the enemies. Though their families have been awarded with several medals for the bravery of the jawans posthumously yet today army personnel have to go to Kalka, Pathankot or Chandigarh for getting their reservation for traveling by trains. Therefore, through you, I would like to put a demand that in Jwail, the tehsil headquarter of Kangra district a computerised ticket booking centre be set-up.

Running of Shatabdi Rail Service for Delhi to Pathankot is necessary

Sir, it was the result of the then Minister of Railways Late Madhavrao Scindia's foresight and thinking that Shatabdi rail service from Delhi to main cities was started. From Shatabdi rail service passengers are availing the facility of comfortable, safe and fast journey on one hand and on the other railway is earning huge income. Shatabdi railway services are proving a milestone in the development of railways in the country but with regret I have to say that Shatabdi service has not yet been started for Pathankot the entrance gate of Himachal Pradesh. I would like to request the hon'ble Minister of Railways that Shatabdi railway service from Delhi to Pathankot and vice-versa be started immediately.

Encroachments be removed from Railway land

Sir, it is a common sight that the people have encroached on the railway land throughout the country especially in the cities alongside the railway tracks. On one hand it leads to increase in the filth and dust around the railway line, on the other hand it also adds to the possibility of railway accidents. Hence, I would like to request the hon. Minister of Railways to launch a drive to remove the encroachments from the Railway land in a

systematic manner. Adequate arrangement to rehabilitate the poor and backward people be made where the Railway land encroached by them is evacuated.

The garbage alongside the Railway line in Delhi be removed

Sir, all the hon. Members must have witnessed the garbage and filth all around while arriving at Railway station in Delhi. Several persons could be seen defecating alongside the track which is a very disgusting sight. I would like to request the hon. Railway Minister that adequate arrangement be made to remove the garbage alongside the railway lines and also to ensure that this garbage do not get staked there again. There are several stations in the country which are even worse than cow-sheds. There is a need to upgrade such stations. This has a repulsive impact on the foreign tourists travelling in India. Whenever the foreign tourists travelling in India, wherever the foreign tourist come across such sights of filth and garbage alongside railway lines, it is quite natural for them to think that the entire country might be full of dirt and garbage. Hence, it is very necessary to take steps in this direction.

Important suggestions which should be considered by the hon. Minister of Railways

Sir, I would like to give following suggestions. I would like to request the hon. Railway Minister to seriously consider these suggestions and to include them while replying the discussion on the Railway Budget.

Sir, I support this Budget. However, it would be very satisfying for me if hon. Minister of Railways Shri Lalu Prasad accept my suggestions and make budgetary provisions in order to implement them:

1. The budget of Una-Nangal-Talwara railway line be increased by Rs. 80 crore rupees and its construction be completed within a period of five years.
2. Parvanu-Talra railway line be constructed immediately.
3. Pathankot-Jogendra Nagar Railway Line be converted from narrow gauge to broad gauge for Kangra Valley Express to run on this route.
4. Bilaspur-Bhanupali-Rampur Rail line be constructed on the lines of Konkan Valley Construction Corporation.
5. 10 Km. long Railway line up to Jawala Devi via Ranital be constructed.
6. 20 Km. Railway line up to Naina Devi via Anandpur Sahib be laid.

7. A railway line from Kalka to Nalagarh in Himachal Pradesh be laid so that Baddi industrial area be connected to railway directly.
8. Dehradun-Paonta Sahib Yamuna railway line be laid.
9. Railway crossings at the following places be set up at the Pathankot-Jogendra Nagar Railway line.
 - (i) Talara
 - (ii) Jharot
 - (iii) Nandpur-Bhatoli
 - (iv) Panchrukhi and
 - (v) Trippal
10. Passengers have to face a lot of problem due to non-availability of any ticket-counter at the railway station at narrow gauge line in Pathankot. Hence a ticket-counter be opened near the Railway platform on narrow gauge line.
11. There is no arrangement for providing the information at the narrow gauge railway platform in regard to the broad gauge railway link service and similarly at broad gauge Railway station in regard to narrow gauge railway link service. Hence arrangements be made for providing information on both platforms and the signboards be installed there so that the passengers may be saved from unnecessary inconvenience for want of the exact schedule of the trains.
12. The maintenance of Railway Stations in Himachal Pradesh is not up to the mark. There is no adequate arrangement of lights at night time, several stations do not have sheds and the platforms at several others are not proper. Hence, these stations be developed and upgraded.
13. Waiting rooms be developed at the Railway stations in Himachal Pradesh where these are not available. Adequate attention be given to improve the sanitation in the waiting rooms which lack proper sanitation.
14. A computerised ticket booking centre and reservation centre be opened in Jawali.
15. New Delhi Rajdhani be provided stoppage at Pathankot.

16. The reservation quota of Himachal Pradesh be increased in all the Express and mail trains passing through Pathankot so that the ex-servicemen could easily get the reservation for tickets.
17. The various articles like foodgrains, sugar, kerosene, wood and coal etc. being sent to Himachal Pradesh as freight carriage be unloaded at Nangal Railway station instead of Kiratpur Sahab Station and from there it be sent to various parts of Himachal Pradesh through trucks.
18. Pathankot, Shatabdi train be started from Delhi.

Sir, I thank the hon. Minister of Railways for presenting a budget that is meant for the benefit of common men and seek to initiate all round development in the country.

[English]

*DR. COL. (RETD.) DHANI RAM SHANDIL (Shimla):
The Budget needs all commendations and appreciations. It is for the first time in history of Railways that candidates appearing for the interviews and various tests are going to be entitled free travel by train. It is in keeping with the democratic and pluralistic feeling and unemployed youth will get encouraged to solve their pressing problems. It is also matter of great feeling for the Nation particularly for the rural poor that use of Khadi, earthen pots and butter milk as a drink are going to be served in the trains. This would give further impetus to the Cottage Industries and will boost their sale thereby providing means of livelihood to many unemployed youth and crores of poor people. By doing so, poor Khadi weavers who were rendered unemployed so far would be able to revive their means of livelihood.

In spite of the tremendous expansion of railways in all parts of the country, the only State which has not received adequate attention in this regard is Himachal Pradesh. The State has railway tracks which were laid before independence, there is no further improvement or extension. The vast tourism potential of the State has not been exploited for want of safe and comfortable mode of transport provided by the railways to the foreign and domestic tourists. The transport of raw material/finished goods have also suffered to a great extent in the absence of proper network of railways. Although "Parwanoo" has

*Speech was laid on the Table.

[Dr. Col. (Retd.) Dhani Ram Shandil]

developed into a Industrial Town yet the raw material/ finished goods are still being transported by narrow gauge train commonly called "Toy Train" or road. There is urgent need of conversion of narrow gauge from Kalka to Parwanoo to a broad-gauge for economic transportation of raw material/finished goods to and from Parwanoo.

As Hon'ble Railway Minister is aware a largest Cement Plant in Asia has been established at Darlaghat, District Solan (HP) by Gujarat Ambuja Cement Ltd. As Darlaghat is not connected by any railway track, the 'Klinker' produced by the cement plant is transported by means of trucks through the lone Shimla—Mandi Highway to Nangal/Ropar. The use of hundreds of vehicles for this purpose besides causing traffic snarls have become source of pollution. The State Highways/Bridges over rivers and rivulets have been damaged by the heavy flow of vehicles and have also caused many accidents.

I alongwith the people of my Pradesh, am grateful to the Hon'ble Minister of Railways for his very kind act of placing the very important rail link for the survey in the coming financial year. This step will go a long way in providing a very vital rail link joining most of our newly established Industrial Townships in the area and will herald a new era of development and progress in this otherwise backward zone.

The extension of railway network would help the farmers to carry their produce to various places at nominal cost and besides promoting tourism, would also boost the economy of the State.

Sir, I request Hon'ble Railway Minister to consider extension/upgradation/survey for new railway line/track in Himachal Pradesh.

- (a) Widening/Abettment of existing small railway bridge on Kalka-Shimla railway line near Summer Hill.
- (b) Conversion of existing railway track from Narrow-gauge to Broad-gauge from Kalka Railway Station to Parwanoo.
- (c) Extend railway line from Joginder Nagar upto Mandi and make a circuit via Bilaspur and connect at Kiratpur. The rail line should be upgraded to a Broad-gauge railway line.
- (d) Conducting survey on priority for connecting Ghanoli-Nalagarh-Baddi and finally merging into

Kalka—Chandigarh Railway track near Pinjore by a Broad-gauge railway line.

- (e) Extend railway line from Dehradun to Nahan via Paonta Sahib. The survey may be conducted on priority.

Urgent implementation of Nangla-Talwara and Kamli-Parwanoo rail link projects.

*SHRIMATI P SATHEEDEVI (Badagara): Sir, I took this opportunity to congratulate the hon'ble Railway Minister to place a budget which exposes the approach of the Govt. which is based on a CMP towards the problem of common people of this country.

Almost all the sections of the society are considered while the Budget is presented. The weaker sections of the society is given priority in giving concessions.

This is the first time in the history of this country that the job seeking youth are given such a facility by the Indian Railway by providing them free travel for attending an interview. The special concession given to deaf and dumb persons in their journey and to those who are undergoing treatment for illness along with their companion reflect the attitude of the Government towards the weaker sections.

The special security measures for the women employees of Railways and the new facilities allotted to the various unorganised sections also is appreciated a lot. This will create a feeling that those people are really a part and parcel of the Indian Railways.

The methods introduced for security, safety, cleanliness and better environments etc. are likely to change the face of the Indian Railways. Special attention should be given to the safety and security of our Railways. The abolition of the plastic cups and introduction of the clay cups will entirely being appreciated by the whole society. The intention of introducing a better sanitation facility will entirely change the pathetic situation.

I am sure that the Railway Budget will bring more social justice to the society. Though there are various things for appreciation the people of Kerala is quiet upset in hearing the budget which does not contain any special attention to the problems of Keralites. Though there are several new trains for various States none is given to Kerala. Only some extension of trains is given. In a State

*Speech was laid on the Table.

which is contributing a major portion of fund to the Railway and where there are bonafide and sincere passengers (all of us knew that there is no ticketless journey in Kerala) at least some provisions should be given for a train to Delhi to TVM.

The long pending demand for the Tellicherry Mysore Railway is not yet materialised. It is really an expectation of the people of Karnataka and that of the northern part of our State.

Now a days the number of women passengers are increasing and there should be an increase in the women reserved compartments in all the short distance trains.

Tellicherry is a very ancient and important Railway station. But inspite of several memorandum given to various authorities, there is no stoppage for a number of trains. At least the intercity express should be given a stoppage at Tellicherry-Jabalpur-Trivandrum-Kannur-Yaswanthapur express and that of Earnakulam-Jalpur Express.

Vadakara Railway station is yet another important centre. The Gandhi—Dham Express. Happe TVM express Jammu Tawi Express have no stoppage at the Railway Station. So that should be allowed.

The doubling of Railway lines is in progress in these area but while the construction of doubling is done the new platform constructed is without any roofing. This creates lot of problem of the passenger especially during rainy season. So at Vadakara and Tellicherry the construction of platforms with roofing should be done.

*PROF. K.M. KADER MOHIDEEN (Vellore): The Railway Budget presented by Hon'ble Minister for Railways Shri Lalu Prasad ji is widely acclaimed as the peoples Budget. It is not a populist budget as certain critics say, but it is the most popular budget presented by the Minister for Railways.

United Progressive Alliance Government assumed office on 22nd May, 2004 and the Hon'ble Minister presented the Railway Budget on 6th July, 04. It takes nearly 45 days for preparing the budget. In so short a time he had done his best in identifying the challenges and difficulties confronted by the Railway and he had also received suggestions from the Hon'ble Members. With regard to their constituencies, and their States.

Taking the CMP as his guidance he has prepared the budget on the basis of:

- (a) modernisation of the Railway network
- (b) administration with efficiency
- (c) expenditure minimisation
- (d) maximisation of facilities to the passengers

The budget has given importance to Gandian thoughts. He has reminded us of the marked perception of the father of the Nation. I am very much thankful to him for introducing Khadi in Railway Department. Nehru ji described Khadi as the uniform of independence. It is also the symbol of communal amity and national integration. Mahatma Gandhi has on his side the Ali Brothers—Moulana Shouketh Ali and Moulana Mohd. Ali. It was the mother of Ali Brothers named 'Bi Amma' who had spun the khadi cloth. The said—hand-made cloth is very much Khadr-strong. We are told that the name Khadi was derived from the Arabic word of Khadr. The Khadi cloth indeed symbolises the communal amity and national integrity of the nation. By resorting to that tradition let our Bharat blossom into a new exemplary nation of the 21st century.

I request the Hon'ble Minister to consider the following suggestions favourably:

- (a) The track from Kanya Kumari to Chennai should be converted into double track railway. Along with doubling, electrification of the Chennai—Kanya Kumari route should be made.
- (b) Passengers from Chennai going to Kerala need Day Express from Chennai to Mangalore. This has to be favourably considered.
- (c) The proposal for recycling the metallic scraps is a welcome step. I request the Hon'ble Minister to consider Katpadi Junction area of Tamil Nadu for setting up the Recycling workshop. It is contiguous to the Permbur Coach factory which is centrally situated. Recycling workshop for the metallic scraps free the administration from allegation of malpractices. It will generate vast opportunities for employment of the skilled, talented and qualified youths of the country.
- (d) This is the demand for a very long time from the people of Tamil Nadu inhabiting on the borders of Karnataka and Andhra Pradesh.

*Speech was laid on the Table.

The Bangalore to Chennai route may be made to include Kuppam, Kolar, KGF, V. Kota, Peranambet and Gudiyatam on its passage. This will be a boon to the people of three States, Tamil Nadu, Karnataka and Andhra Pradesh.

(e) The flying Railway in Chennai, now ending at Velacherry shall be extended to Mamallapuram the historically significant temple town. The line should be linked with Pondicherry via Kottakuppam.

He has used in the Budget the layman's language which is understandable to all categories of people. He has wisely avoided Sanskritised Hindi and used Hindustani to the satisfaction of the weaker sections of the society.

[Translation]

SHRI NARENDRA KUMAR KUSHAWAHA: Sir, I would like to know as to what steps have been taken/proposed to be taken by the Government for development of Adivasis areas.

*SHRI VIJOY KRISHNA (Barh): Sir, a new railway line from Bihata to Aurangabad in East-Central Railway be laid. A new railway line be laid between Gaya and Bodhigaya. Bharat Wagon, a PSU located in Mokama is on the verge of closure. The labourers have not been getting salary for the last seven months. This is a rail coach manufacturing factory. Through you, I would like to request the Ministry of Railways, Government of India to takeover the Mokama based Bharat Wagon so that the labourers could be saved from starvation and the factory could run in an efficient manner.

Fatuha-Islampur Railway line of the Danapur division of East Central Railway be extended up to Manpur Gaya. Sub-city train service be started between Patna and Keol and Patna and Buxar. A separate railway line may also be laid down so that the common man may be benefited. The Railway yard of Fatuha, in district Patna be upgraded and streamlined.

Railway service be provided from Barh, Bakhtiyarpur, Fatuha, Keol to Patna and from Patna to Masaudhi. Railway stations should be beautified.

[English]

SHRI BIR SINGH MAHATO (Purulia): I would like to lay my speeches on Railway Budget.

I support this budget.

*Speech was laid on the Table.

Hon'ble Railway Minister stated for survey of Jhargram-Purulia Railway line. But it was surveyed already.

I would request the Minister to take up this construction of New Railway Line.

I also urge upon in Railway Minister to open a new train from Howrah to Mumbai via Purulia.

[Translation]

*SHRI SHAILENDRA KUMAR (Chail): Sir, the retiring room should be provided at concessional rate at all railway stations for full one day to MPs on priority basis. Overbridge should be constructed at Bharwari railway crossing in Kaushambhi, Uttar Pradesh. The computerised reservation facility should be provided at Bharwari, Sirayu station which is the main station of the newly created district Kaushambhi.

More Railways machinery equipment should be manufactured in Allahabad sleeper plant. NCR office should be set up at Subedarganj at the earliest. The repairing and construction work should be conducted at Subedarganj, Banharoli, Manori, Saiadsarao, Bharwari, Sirayu and Khaga stations. Bharwari station should be made the main junction station in newly created district Kaushambhi. Two minute stoppage of Katihar Express should be provided at Bharwari Sirayu stations.

[English]

*SHRI LONAPPAN NAMBADAN (Mukundapuram): Sir, I was an MLA in Kerala for 25 years and served as a Minister for 2 terms. But as a member of Parliament, this is my first experience.

Sir, ours is God's own country and I thought, I would express the feelings of my people in our mother tongue, Malayalam.

Sir, long back in 1988, on 8th of July, 105 people died in my State in a train accident at 'Peruman'. Now, after 16 years, on 6th July 2004, we have once again witnessed another train accident. Of course Sir, in the form of this year's Railway Budget. But, thanks to the driver for no casualties.

Sir, the Chief Minister of my State, the opposition leader and we the MPs have made all out efforts to

*Speech was laid on the Table.

*Translation of speech originally delivered in Malayalam.

bring it to the notice of the hon. Prime Minister and Railway Minister the concerns and requirements of the State. Sir, in my opinion, a Central Minister should not behave like a Minister for a particular State. Central Ministers should have a comprehensive vision as far as development is concerned. When the Railway Minister allocates projects, he should not be weighed down by political compulsions or other considerations. Instead, the Minister should take corrective measures in case of any developmental imbalance in any State. Sir, as parents we do the same when it comes to your financially weaker children. It is quite natural to give them more share to strike a balance. Sir, like that, my State, the southernmost State of our country, Kerala, is entitled to get special care and consideration.

Sir, in fact we, the people of Kerala are thankful to the hon. Railway Minister for having not enhanced the fares and to have left the freight charges untouched. Moreover, UPA Government's maiden Railway Budget do give prime importance to basic amenities, passenger security and the related aspects. The concern shown to the weaker sections too is laudable. No doubt Sir, we wholeheartedly welcome this people centred Budget.

But, Sir, we express our concern for not giving us a separate railway zone. There is no allocation for over bridges, railway stations or new railway lines. I urge upon you, Sir, to expedite the work of the over bridges in my constituency—Mukundapuram.

Sir, the people of Kerala are an enlightened lot. They are a class apart in culture and education. Sir, I feel sorry that there is not even a single Congress Member in this Lok Sabha from my State.

Sir, it is a known fact that the least number of ticketless travellers are from my State. The birthplace of Adi Sankara is in Kalady, near to which we have a railway station—'Ankamaly for Kalady'. This place is a national tourist centre. We have a university here in Adi Sankara's name. Christian religious centres like Malayattoore and the Nedumbasserry International Airport are near this railway station. Sir, Sabari rail originates from here. NH 47 and MC Road meets here. Historical and religious centres like Iringalakkuda, Kodungalloor and Koratti are in Mukundapuram.

Sir, 4 years before, the then Railway Minister had promised that an EMU would be run in the Thrissur-Ernakulam route. We urge upon you to honour that promise. If this is not possible, you may kindly start a suburban service in this sector.

Sir, I request you to grant stoppages at Ankanali, Chalakkudi and Iringalakkuda for Kannur-Ernakulam Intercity Express; Plaghat-Tiruvananthapuram Amrita Express, and for Alappuzha-Dhanbad Steel City Express. Also the parcel service that was stopped should be resumed. Moreover, computer reservation facilities may to be provided at Ankamaly and Iringalakkuda.

Sir, I once again urge upon the Railway Minister to give more consideration to my State Kerala before the Budget is passed and I hope you will do justice to my State.

*PROF. M. RAMADASS (Pondicherry): Sir, I would compliment and congratulate the hon'ble Railway Minister, the two Ministers of State and the officials of the Railway Ministry for presenting a remarkably good Railway Budget. I should also record my sense of sincere appreciation to the Congress (I) leader Mrs. Soniaji, hon'ble Prime Minister and the hon'ble Finance Minister for providing the necessary direction, philosophical commitment and assurance of financial support from the General Budget to the schemes proposed by our Railway Minister.

The Railway Budget per se was prepared within 44 days of assuming power in the midst of financial constraints and rising rosy aspirations and expectations of the common man. There is a growing need of Railway Transport. Despite these constraints, the Railway Budget has all the elements and characteristics of economics for which our Lalaji deserves our full praise and appreciation. Unlike the previous Budgets, there is more of economics and those of politics in the Budget as some critics would put. Lalaji has shown remarkable ability to combine the professionalism, pragmatism and populism to provide a budget for balanced growth of Railway with equity to the deserving common man. People may say that the proof of the pudding is in the eating, likewise the soundness of the Budget is in the responses of the people and the Press. I think that this is one of the very few Railway Budgets which has been welcomed and widely acclaimed by most sections of the society and most newspapers in the country. There is something for everybody in this Budget without diluting the development facets of the Railways. Undoubtedly, the Budget is pro poor, it is pro rich, it is pro women, it is pro men, it is pro South, it is pro North, it is pro West and pro East. It is pro employed, pro unemployed, pro abled, pro disabled, it is pro safety, it is pro security, it is pro modernised it is pro development. What do you require from a Railway

*Speech was laid on the Table.

[Prof. M. Ramadass]

Budget? It is eco-friendly, economy friendly, efficiency friendly and above all equity friendly. It is an all pervasive and all pleasing budget so much so that Mrs. Rabri Devi, the hon. Chief Minister of Bihar, the better half of Laluji described the Budget as the best ever Budget. This only shows that behind every great man there is a great woman. I would only hasten to add that our Railway Minister was done the "best of a bad job".

A Budget be it Railway Budget or General Budget should prescribe palliatives to improve the health of the sector which is addressed by it. From that point of view, our Railway Minister has rightly identified the challenged and the deficiencies of the Railway Transport System vis-a-vis its contribution to peoples welfare and development of agriculture, industries, service sector, infrastructure and exports. Accordingly, he has identified 'Pouch priorities' for Railways. These are safety and security; modernisation and development; replacement and renewal of assets; cleanliness of coaches, railway premises and improvement in passenger amenities fiscal consideration by controlling expenditure.

True to his sincerity, he has not only identified the priority objective but has also initiate wide ranging measures to achieve these objectives within the target. These measures are well known to this august and need no repetition.

Another remarkable achievement of our Railway Minister is that despite mere pressure on expenditure and laxity on revenue he is able to prepare a surplus Budget. The total earnings are estimated to be Rs. 42,290 crores while the expenses work out to Rs. 41,417 crores, leaving a surplus of Rs. 873 crores. What is note worthy is that this surplus has been achieved after unleashing a number of revenue concession to passengers, freight, unemployed, disabled, porters, unorganised sector workers, widows and in the midst of high Government expenditure commitment, and the escalation in expenditure of Rs. 1000 crores on wages and increased prices of diesel. Even after tight rope walking our Railwayman has come first in the race which only exemplifies this fact. Hon'ble Shri Laluji is not only good at political management but also at financial management.

Keeping development, modernisation and expansion in view, he has stepped up the plan outlay of Railways which is sound economics and not politics. This outlay has been enhanced from Rs. 13,425 crores in the interim Budget to Rs. 14,498 crores. This amount would be spent on new lines, gauge conversion, doubling and electrification, new trains, replacement of old tracks and so on. He has translated the commitment of UPA to Common Minimum Programme.

The performance of Railways under different categories has been commendable.

	Turnover	Profit	Dividend
IRCON Invertors Ltd.	800 crores	87 crores	18.81 crores
RITES Limited	321.5 crores	54.5 crores	5 crores
Container Corporaition of India	1534 crores	272.8 crores	71.5 crores
The Indian Railway Catering and Tourism Corporation Ltd.	73.6 crores	5.5 crores	41.2 crores

Indian Railway Finance Corporation mobilised Rs. 2775 crores, financed the acquisition of 68 electric locomotives, 92 diesel locomotives, 1653 coaches and 4731 wagons net profit of Rs. 334.5 crores dividend of Rs. 101 crores. These are all not mere achievement in the light of the sagging morale of PSE elsewhere and the clamour for closing down of the enormously height of the envy. Public Sector in my view, is the pride of this

nation and Railways have enhance that pride and privilege of this nation.

To face the onslaughts of competition from the Air and Road Transport, he has not altered the passenger and freight rates have been allowed to remain unchanged. A 10 per cent rebate on freight charges proportionately heavy machinery is also a step in the right direction.

The Railway Minister has proposed as many as a 32 new trains which will offer better connections to different States from New Delhi, extended nine existing services and increased the frequencies of 12 other trains.

The targets fixed are: Electrification—375 kms., Track renewal 4125 kms., Construction of new lines—273 kms., Gauge conversion—1000 kms., Doubling—381 kms., Rolling stock Diesel—120 nos., Electric—90 nos., coaches 2546 units, 4 wheeler wagons—20000.

These and other measures in the proposed Budget are really salient features designed to make this system, as one of the best systems—be it technology, development, management, techniques or provision of facilities to its users.

While offering my full appreciation to the hon. Railway Minister for his short terms measures, I would also like to remind him of some of the unfinished tasks and long term imperatives before him.

Obviously, our first concern about the financial health of Railways. The objectives that our Railway Minister have kept are lofty but the resources required to achieve them are chronically short. Barely 20% of the plan expenditure of Rs. 14,498 crores is from the internal resources of Railway while the remaining 80% is largely from the General Exchequer in different forms and 20% from market Banking. This is really a low level of self support. The operating ratio—the amount spent in earning Rs. 100—which was in reasonable shape between 1951 and 1966 (it was in the 74.7 and 84.4 range) deteriorated later. This year's Budget says that the operating ratio is 92.6 per cent as against 93 per cent in the interim Budget which means that Railways is spending Rs. 92.6 to earn Rs. 100—leaving little of Rs. 7.4. This has imposed great strain on revenue growth and internal resource mobilisation. It has been estimated that for a six year period ended March 2004, on an average, the rate of growth of revenues at 8.7 per cent lagged behind the rate of growth in expenditure of 9.65 per cent.

Why the costs grow? This is because of :

1. Low level of employer productivity.
2. Increased Staff Costs because of the implementation of V Pay Commission.

On the revenue side, with existing high freight rates on coal, cement, steel and petroleum products and in the midst of competition from the road sector, the

Railways is likely to lose its patronage even from the Public Sector units which have been using Railways for transport of these vital inputs.

Then there is the question of leakage of revenue as the Minister himself admitted from ticketless travel and other malpractices, lower revenue and high operating expenses have put the finances of Railways under a straight jacket. This has lot of implications for future growth. This needs serious attention by the Government.

The pattern of spending indicated in the Budget is not congenial to growth and modernisation. The following data as where the Rupee goes shows the real picture.

Where the Rupee went

Staff wages and Pension	45 P
Fuel	17 P
Miscellaneous	10 P
Lease Charges	8 P
Depreciation Reserve Funds	6 P
Dividend	6 P
Stores	5 P
Railway Safety	2 P
Development	1 P
	100 P

It is disheartening to note that only one paise out of 100 goes for development which is woefully inadequate. We need to take some corrective measures.

The Rakesh Mohan Committee on Indian Railways has suggested a number of necessary measures like:

1. The separation of core and non-core functions.
2. Redesigning the account system to follow the corporate account practices.
3. Developing a legislative framework to permit private participation.
4. Setting up a regulator, the Indian Railway Regulatory Authority.
5. Delineation of social and other objectives.

The Government may give serious thought to these suggestions.

[Prof. M. Ramadass]

I would also like to draw the attention of our Hon. Railway Minister to P. 17 of his Budget about "perceived sense of neglect". The people of Pondicherry have that feeling. Now because he has not included any new initiative—electrification, new train or construction of new line. The Union Territory of Pondicherry is the window of French Culture spread over for far flung areas, Pondicherry and Karaikal in Tamil Nadu, Mahe in Kerala and Youam in Andhra Pradesh. The people living in these four regions have no Railway Connectivity. Electrification of Pondicherry Villupuram line is a top most work. Running of Satapathi Express from Chennai to Pondicherry may also be considered. Tiruwallar which is increasingly becoming a Tourist spot should be connected to Mayiladuthurai. A Kranti Express from Delhi to Pondicherry may also be thought of. I hope that the Hon'ble Railway Minister would bestow some attention to Pondicherry which is one of the Backward regions from the Railway developments point of view.

*SHRIMATI C.S. SUJATHA (Mavelikara): Sir, first of all I congratulate the hon'ble Railway Minister Shri Lalu Prasadji for your progressive Budget 2004-2005. While comparing with previous budgets I can confidently say this budget as a progressive and pro-people one. The current budget is based on the CMP of UPA Govt. as everybody knows, which never intended to impose any hardship to the common man.

Sir, the Budget presented by Laluji is considered the common people, particularly the economically backward sections. It is a Budget that giving prime stress to the rural sector which is considered to be the backbone of the nation. Its thrust areas are Railway Development, Promote Industries and improvement of infrastructural basis.

Sir, the prime attention of the budget is that it is not proposing any fare and freight like during the year. Sir, being a democratic country, aspirations of its people are supreme which are to be addressed by the popular Govts. The duty of the Govt. is to provide maximum welfare measures to the common man. In that view the current Budget is indeed a desirable one. Sir, the budget provides of 75% fare concessions in second and sleeper classes to widows of policeman and para military personnel, defence personnel killed in action against terrorist/extremist, the proposed concessions to haemophilea patients are attractive and to the first time in the history of free India. Free travel facilities to employed youth announced in the 1998-99 budget which would not be

*Speech was laid on the Table.

implemented is against proposed in the current Budget is rightly commendable since a number of educated youths of Kerala will get the benefit among youths of other States.

Sir, for us, the Keralites, each RB is a nightmare because, Sir, increase by a Single paise in the fare, freight charges may cause severe hardships to the daily life of common man through hike in price of commodities and services.

Sir, even a small increase in the fares will adversely affects the common man as far as Kerala is concerned. Sir, we, the Keralites are thankful to Sri Laluji for his craftsmanship commitment to the people, avoiding fare hikes which would affects the revenue receipts but upholding the welfare of the common man.

Sir, it is understood that, for 2004-2005, electrification of 3750 Route kilometers fall in Kerala. Sir, the funds provided are insufficient. Sir, in the Budget provisions it is stated that there exist a shortage of rail wheels and for that a wheel factory is proposed. In the context I would like to say that a maintenance workshop may be set up in Kerala for not less than 1800 coaches are being used in Kerala for which maintenance are being done at Perambur. Sir, setting up of suh workshop of maintenance centre in Kerala will reduce the repair/maintenance expenditure in long run.

Sir, based on the CMP the Govt. is committed to enhancing the well being of workers. Sir, various measures proposed in the current budget regarding the welfare of the unorganised section of Railway is highly appreciated by all.

Sir, I am sorry to say that we the Keralites are not satisfied with this Budget. The Govt. of Kerala as well as the opposition under the leadership of Shri V.S. Achudanandan and MPs from Kerala have placed petitions before the hon'ble Prime Minister and Railway Minister for establishing a Railway Zone in June which will definitely take care of the development needs of Railways in Kerala. But the request had not been considered. At this juncture I further request on behalf of Kerala, to you to consider seriously our demands for separate zone in Kerala, in spite of the objections now prevailing both technical and administrative. Moreover, the structural allocations of funds for the ongoing projects for electrification, doubling of line, gauge conversions etc. comes to 183.74 crores. Sir, it is true that the current year budget allocation is higher than that of previous year (128 crores) but the proposal is insufficient. Sanctioning of doubling of lines may be done in a single

stretch manner covering Shoranur—Mangalapuram and Ernakulam—Kayarkulam. We are deprived of having a new train. This diminished the brightness of the favourable attitude shown in the R.B.

Sir, while concluding my speech let me say, this budget is being the first attempt of UPA Govt. in the lines drawn by CMP where common man is not burdened through fare hike as usual. This is a matter of pride and again first time in the history of our country. In a way almost all sections in the society are satisfied with this budget. I hope these directions of the budget perspectives will continue in future too.

[*Translation*]

*SHRIMATI KIRAN MAHESHWARI (Udaipur): The Railway budget presented by the hon. Minister of Railways has neither any future direction nor there is any mention of strengthening the basic infrastructure. This budget of the United Progressive Alliance Government is disappointing. There is discrimination with States in this budget and such mentality will never strengthen the country. It is unfortunate that the Central Government is giving special place to one State through the railway Budget while other States are ignored. Whether it is Rail Budget or the General Budget Rajasthan State has been deliberately neglected. I would especially like to draw the attention of the hon. Speaker to Rajasthan State about which three surveys have been mentioned in the Rail Budget but there is no mention of execution of the work in this regard. The issue has been postponed after assuring about the review of the present status regarding the Fauladi, Nagaur, Ratlam, Banswada, Pushkar Medhta Road, Ujjain and Jhalawada lines. Only Rs. 3 crores have been proposed for doubling of railway lines in Rajasthan while an amount of Rs. 82.8 crores is the expected cost of line between Jaipur and Fulera only. It is funny situation. Instead of completing Ajmer, Chittorh, Udaipur section, if Chittorh Udaipur section is linked then the original project would be pending.

The present Railway Budget has completely ignored tribal and backward areas under Udaipur division. The Ministry of Railway is not serious about development. It is breach of trust with the people of this region. Udaipur is important from the point of view of minerals and tourism. The pace of gauge conversion work between Chittorh and Udaipur is very slow. It seems that Ajmer Chittorh have been completely forgotten. The present Budget is directionless regarding connecting Badi

Banswara with Ratlam Sadari with Nimach and Mawali with Nathdwara Raj Samand. The Government is to conduct work for only 150 kms. for gauge conversion between Udaipur and Ahmedabad. This move would connect Udaipur division with Gujarat and thus it would be connected with the entire South India and it will promote mining and tourism industry. It will increase the revenue of not only Rajasthan but also of the Central Government. It is very unfortunate that while on the one hand the Central Government is announcing conversion of existing metre gauge lines into broad gauge and on the other hand the trains of the pre independence era are in operation in this part of Rajasthan. These rail lines are very unsafe and anytime serious accident may happen. In the present rail Budget the Government have almost forgotten the survey work of Udaipur-Ahmedabad. The Ministry of Railways is not paying any attention to it.

The demand for gauge conversion work between Udaipur and Marwar junction is being made for a long time. However, the Ministry of Railways have not taken any step in this direction. Unfortunate thing is that the trains that were running earlier on metre gauge have also been withdrawn.

The computerized reservation facility for the people of Udaipur is available only at city station. Ranapratap Nagar is the part of Udaipur city where many passengers board train. I would like that the Ministry of Railways should provide reservation counter, retiring room and other essential facilities there also.

Sir, the present budget is disappointing for the common people and discouraging from the point of view of expansion of Railway. Through you, I would like to demand that the Minister of Railways should make amendments in the budget for providing better railway facilities extension of trains, gauge conversion of lines and survey work in Udaipur Division.

Sir, I would like that separate coaches for ladies should be reserved in local, long distance and passenger trains so that woman passengers may feel secure while travelling alone in the train.

Sir, through you I would like to submit to the hon. Minister of Railways that there are long route trains on which passengers travel for 12 to 18 hours but there is no catering facilities in them. I would like to request that catering facilities should be introduced in such trains so that thousands of passengers may avail this facility.

Sir, through you I would like to draw the attention of the hon. Minister of Railways towards another aspect of

*Speech was laid on the Table.

[Shrimati Kiran Maheshwari]

railway budget that deals with the provision of free railway passes to unemployed youths to attend interview I would like to request the hon. Minister to clarify whether such passes will be issued to the unemployed youths to attend all interviews for government and semi Government jobs so that they may not face any inconvenience while availing such free passes.

(English)

*SHRI SANAT KUMAR MANDAL (Joynagar): Sir, after the general elections the United Progressive Alliance Government came to power. Hon'ble Shri Lalu Prasad Yadav became the new railway minister. I am happy and once again extend my congratulations to him.

The Railway Minister has not increased the passenger fares and freights. This has been welcomed by all. As per the Common Minimum Programme the hon'ble Minister has initiated several schemes for the SCs, STs, OBCs and Minorities. I support his new initiative.

The prime concern is new passengers' safety. Unfortunately after Mr. Yadav became the railway minister there has been some rise in the crimes in the long distance trains. The Rail Minister has taken some steps. But these are not enough. These should be deal with very strongly. Otherwise, the passengers safety would be in jeopardy.

I shall turn to some of the rail problems in my constituency Joynagar. Mr. Yadav, after becoming the Rail Minister wrote to MPs inviting their suggestions. I also gave my suggestion to the hon'ble minister. But it appears that he has turned a blind eye to my suggestions. I shall now bring to his attention to some of the long standing problems in my Constituency. Before this I would like to tell him how much money has been sanctioned for the two important ongoing projects for the Sonarpur—Canning (Phase-I) doubling of rail line in this year's budget only one crore has been sanctioned. Similarly for the Baripur—Lakshmikantpur doubling one crore has been sanctioned. The former rail minister Mr. Nitish Kumar had sanctioned one crore in his budget for each of the project. I had expected that Mr. Lalu Prasad Yadav would not follow footsteps and would sanction more money. But this has not been done. If the work goes on like this it will take several decades for the completion of the two important doubling projects which are most vital for the passengers. Moreover, there has been no drinking water

*Speech was laid on the Table.

and usable toilet facilities at every station starting from Sonarpur to Canning and Baripur to Lakshmikantapur station. This is a perennial problem faced by the passengers. Even though I have raised this problem over the years here has not been any progress.

Another important problem I am bringing to your attention. Canning is a sub-division town and people from vast areas come here but they face much trouble for want of reservation facility for long distance trains. You know Sunderbans attract huge tourists and Canning is the gateway to Sunderbans. If this reservation facility is not provided to them they will face huge problems. I would therefore urge you to kindly look into this so that reservation facility for long distance trains can be introduced at Canning Station as early as possible.

It is also noticed that during recent years the passengers to and from Canning have increased to a large extent. I therefore suggest that frequency of train between Sealdah-Canning and Sealdah-Lakshmikantpur may be adequately increased. There was also a proposal to extend the Sealdah-Canning line upto Sonakhali across the Matta river for the welfare of the local people and better facility for the Sunderban tourists and Joynagar to Raidighi. Therefore, I suggest that surveys may be conducted for this.

Sir, there is a vast railway land around Canning railway station. This land can be leased out to the local poor businessmen for their benefit. This land has not been in the use for a long time. The railway can earn some revenue and as a result the local people will also find some employment opportunities. I bring this to the kind attention of the hon'ble rail Minister through you for a quick decision.

Sir, the Canning rail station has been declared as a model station. But there has been lack of minimum infrastructure and there are not proper passengers amenities since it is a model station. I, therefore, suggest that immediate steps should be taken to provide adequate facilities at the Canning Station. A Yatri Nivas may be constructed at the station for the benefit of the tourists. Sir, I have listed out some of the problems which have been faced by the rail passengers which need urgent attention.

I hope the railway minister look into this.

*DR. K.S. MANOJ (Alleppey): Sir, I would like to congratulate the hon. Railway Minister for presenting the unique Railway Budget, ever presented before the House,

*Speech was laid on the Table.

as there is no increase in fare and freight charges. It's apro-poor budget and hon'ble Minister has given a humane face to the Budget which is in par with the letter and spirit of the CMP of the UPA Government.

The Hon'ble Minister deserves special mention for making special provision for various classes of society like the minorities, the backward classes, the war affected widows, the handicapped, the unemployed youth, the farmers' the poor and the marginalised people.

He has also taken a brave stand to stop the use of plastic which is proved to be hazardous to our nature and has introduced Kulhars which is ecofriendly and which will also provide employment for many in the rural sector. He has also given patronage to milk and milk products which are produced by co-op. dairy farms to be used in the trains.

Adequate attention has also been paid towards safety aspect in railways. Introduction of computerization and information technology will improve the efficiency and efficacy of Indian Railways.

I would also like to bring to the notice of the hon'ble Railway Minister, certain lacunae that happened to be there in the railway budget.

I come from the State of Kerala which is Southernmost in the west coast, and is famous for its Trade, Traditional Industry and Tourism. Since very long time, there exists a hue and cry from the part of the people as well as from the part of the peoples representatives for a railway zone for Kerala. It is a long cherished dream of the people of Kerala.

We had strong expectations in Laluji, that he would make this dream come true. But all our expectations were in vain. So I request Laluji to consider this long cherished wish of the people of Kerala and initiate steps to create a separate railway zone to Kerala to nurture the needs of Keralites.

We had also expectations, that you would make some provisions for the doubling of the railway lines between Ernakulam and Kayamkulam both via Alleppy and Kottayam. But in contrary to our expectations, that too was not given due consideration. It is my humble submisison that hon'ble Railway Minister would consider this proposal in this financial year itself.

I am grateful to the hon'ble Railway Minister for the keen interest he has shown in providing allocation for the electrification of the railway lines in Kerala.

Kerala is a State where there are more number of major level crossings cutting across National Highways. Only meagre amounts are allocated for the construction of over bridges. Hon'ble Minister may be pleased to allocate more fund for construction of overbridges so as to prevent the traffic jam in the National Highway.

As I represent the Constituency of Alleppy which was formerly considered as the "Venice of the East" but now losts its glamour and glory due to ruin of the Alleppey Port and shattering of traditional industries; but still a fertile land for tourism because of its landscapes, greenaries, backwaters and lakes. Railway development would be necessary to attract both domestic and foreign tourists. So passenger amenities must be improved to meet the demands. For this, doubling of Emakulam-Kayamkulam line is a must. I request Laluji that he should find a way to include this, in the current budget.

Platform in many of the stations are either short or low lying so that elderly people and women find it difficult to get into the train. Platform at Aroor, Vayalar, Thumboli, Punnapra must be lengthened and elevated. Second platform at Mararikulam railway station also has to be lengthened and elevated.

Computer Reservation facillties must be started at Haripad Railway station, where the Railway line via both Kottayam and Alleppey meets. Also National Thermal Power Corporation (NTPC) is within the vicinity of this station.

A foot overbridge has to be constructed in Thuravoor Railway Station.

Thumboli Railway Station may be upgraded to Alleppey North Railway Station. Elevation and lengthening of platform, platform shelters etc. has to be installed there.

There are many unmanned level crossings along EKM-Kayamkulam line and accidents are very common as there are turnings or curves of the railway line nearby. So, consideration must be given for these level crossings while making them guarded.

Once again I congratulate Mr. Laluji for the bravery he has shown in giving a humane touch to the Railway Budget and remind him about the uncherished dreams of the Keralites.

[Translation]

*SHRI GANESH SINGH (Satna): Sir, I belong to Satna Lok Sabha constituency of Madhya Pradesh. Sir, I feel that the Railway Budget presented by the UPA Government is imbalanced and discriminatory.

Sir, when I say that Railway Budget is imbalanced, I have strong logic behind this. In this budget Madhya Pradesh, especially Jabalpur zone has been totally neglected.

Sir, Jabalpur Zone earns maximum freight and passenger fare in my constituency, but nothing has been provided in this budget for the sake of development of railways in my area. The work on Lalitpur Singrauli Railway Line is going on at very slow pace and it seems that this project will not be able to be completed even after ten years as so far only survey work has been completed. In the budget also, no mention has been made as to when this project will be completed.

Sir, large quantity of cement, kilekar, bauxite, limestone letrite, etc. is despatched from Satna, but racks are hardly available as per the demand.

The following proposals may be included in the Railway Budget.

Sir, Mehar city, which comes under my parliamentary constituency Satna, Madhya Pradesh is situated on National Highway No. 7. People from all over the world, come here to seek the blessings of Maa Sharda Mata. There is a railway crossing on National Highway and people for long have been demanding for construction of a railway over-bridge at this crossing. I request that the proposal of construction of railway over-bridge should be included in the new budget.

There is a need for construction of a railway crossing at Bharhut turning near Lagargawan station on Satna-Jabalpur rail route as the farmers, residing on both sides of the railway line, have been facing a great difficulty in moving to and fro. There has been a long standing demand of people for construction of railway crossing at this place. Hence I request that this provision be made in the Budget.

There has been a long standing demand for introducing a passenger train from Rewa to Mumbai. The people of Rewa have no direct connectivity to Mumbai therefore in the budget the provision of new train, should be made.

*Speech was laid on the Table.

Emergency quotas of all the trains halting at Satna Railway Station have been withdrawn. These may kindly be restored.

The departure time of New Delhi-Rewa bound Vindhyachal Express should be rescheduled early by 2 hours for the convenience of the passengers.

The stoppage for Kamayani Express at Jaitwara and Majhgawan station and for Rewanchal Express at Manakhari and Amdara railway station be provided.

A washing pit may be provided at Satna railway Station for cleaning and technical checking of trains. The route of Rajkot Express may be extended upto Satna. Sampark Kranti which has been proposed to be operated between New Delhi and Chitrakut, may be extended upto Satna.

*SHRI SRICHAND KRIPLANI (Chittorgarh): Sir, through you, I would like to submit to the hon'ble Minister of Railways that especially Mewar and Hatoli of Rajasthan have been neglected in the Railway Budget for the year 2004-2005. I hope that, the hon'ble Minister would resolve the railway problems particularly of Mewar in Rajasthan alongwith others by addressing them in the budget.

1. The Survey conducted with regard to the Bari Sadri via Chhoti Sadri railway line should be approved at the earliest.
2. The Railway line be laid from Neemach-Pratapgarh-Banswara via Luna Mumbai for the benefit of tribal regions.
3. New trains may be introduced from Udaipur via Chittorgarh to New Delhi, Mumbai and Jaipur, by completing Chittor-Udaipur broadgauge this year.
4. The work of Ajmer-Chittorgarh broadgauge and Neemach-Ratlam broadgauge be completed expeditiously by increasing the allocation therefor.
5. Stoppage of Jaipur-Bangalore be provided at Ramganj Mandi as 5000 bags of coriander and 30 trucks of stones are despatched from this place to southern India for the purpose of selling. The traders have to travel.
6. Dhanbad-Ahmedabad (9150-up) be provided halt at Raniganj Mandi as Dhanbad-Ahmedabad (9150-Down) has stoppage there.

*Speech was laid on the Table.

7. Stoppage of some trains passing through Modak Railway Station be provided.
8. The stoppage of the Chetak, Meenakshi and Dehradun Express be provided at Chanderia railway station.
9. The stoppage of Dehradun Express be provided at Barsi, Parsoli in Chittorgarh.
10. Boggies of Neemach-Dehradun be attached in the Dehradun Express directly.
11. The stoppage of the trains from Chittorgarh to Jaipur, Delhi, Ajmer, be provided at Gangrar Railway Station.
12. A superfast train between Kota and Jaipur be introduced at the earliest.
13. A new train from Neemach to Lucknow Gorakhpur via Kota be started.
14. Nimbahera to Banswara via Chhoti Sadri, Pratappgarh to Banswara-Dugarpur be connected to Ratlam.
15. Due to construction of railway crossing at Ajolia ka kheda in Chittorgarh, people of 10 villages are facing difficulty and there is problem at Gate No. 102 also. Hence, a gateman be appointed immediately at the crossing No. 102.
16. 222 posts of Railway Trade Anchor Apprentices are lying vacant in Kota factory. These may be filled up immediately.

A scheme may be provided in the Budget to check the increasing incidents of dacoities and remove the feeling of insecurity amongst train passengers.

*SHRI CHANDRA MANI TRIPATHI (Rewa): Sir, I carefully and minutely studied the Railway Budget presented by the United Progressive Alliance Government and found that if one does not go through it minutely it will appear attractive and alluring. Only those who read this budget intensively can know the reality that the Railway Budget appearing attractive and alluring from out side is infact an illusion and deception.

It is true that the Indian Railways is the biggest transportation system of the world. Besides this it is capable of meeting the commercial and trade needs and fulfil the expectations of the common people but the Budget that has been presented by the Minister of Railways is not meant for common masses of the country

rather it has been presented to benefit the people of some specific area only.

The hon. Minister of Railways in his budget has proposed many things like increasing railway traffic facilities, renovation and modernisation of railways and giving facilities to unemployed youths and several other classes etc. but there is no mention as to how the resources will be generated for the said purpose. There is no mention as to how the austerity measures will be taken with regard to the normal expenses.

It was on account of the policies of the NDA Government that there is three-percent increase in passenger traffic besides that in freight, for which I would congratulate the former Minister of Railways. There is gradual decrease in rail accidents from 2000 to 2004 and for this also I would congratulate former Minister of Railways. But there is sudden increase in the incidents of dacoity, kidnapping, murder and incidents of doping in trains since the present Minister of Railway resumed his office and this increase is certainly in the Minister's State and in the adjoining areas owing to the impact of his State.

Developing indigenouse digital system for safety, promoting small-scale industry that includes use of Khadi, Kulhar, and milk and mattha is simply following the policy of the Janta Party. I would like to remind that the use of Kulhar was introduced by hon. Shri Madhu Dadwate during the Bhartiya Janta Party regime and the hon. Minister of Railway might be aware of it as at that time he was also in Janta Party. So there is nothing new in it.

I would like to draw the attention of the hon. Minister of Railway to the fact that he has kept in mind only Bihar and Chennai in the developing of various resources and the extension of railway. Rewa of Madhya Pradesh remains completely neglected, should have been included in the development and extension proposals.

I would submit that if the hon. Minister of Railways pay attention to the following points, then the people of Rewa will be benefited.

1. There is one regular train from Rewa to Delhi but its departure and arrival time is not suitable. This train departs from Rewa at 10.30 p.m. and reach Delhi at 1.30 a.m. and departs from Delhi at 11.45 p.m. and reach Rewa at 4 p.m. in the evening. Its time should be changed as entire one day is wasted in it. If the train departs from

[Shri Chandra Mani Tripathi]

Rewa at 6 pm in the evening and reach Delhi at 8.30 am and departs from Delhi at 7 p.m. and reach Rewa at 10 a.m. people will be benefited. This train should also be provided haltagge at two important stations namely Dalhaura and Shankargarh.

2. There was a proposal to run train from Rewa to Mumbai. Till the said train is introduced, four passenger boggies from Rewa should be added in any Bombay bound night train at Satna. This will benefit the people of Rewa.
3. Daily intercity train should be run form Rewa to Jabalpur.
4. Rewanchal express from Rewa to Bhopal reach Bhopal at 6 a.m. and whole day remains parked there. If this train is extended to Indore it will connect Rewa with Indore along with Bhopal without much additional expenditure.
5. Rewa-Bilaspur-Chirmiri train remains after coming to Rewa remains standing. It has been shown in railway time table that this train will go to Satna from Rewa in the morning and will come back from Satna but it is not in practice. My proposal is that it should run regularly.
6. The construction work of Lalitpur-Singaroli rail line has been approved. My request is that this line should be constructed on the priority basis. Along with that fund should be allocated so that construction may get completed at the earliest.
7. Rewa railway station is 6 k.m. away from the town. The local people have to face inconvenience to get reservation my request is that a reservation counter should be opened in Rewa town.
8. Rajkot Express may be extended from Katri to Rewa.
9. The number of coaches should be increased in all the categories in Denanchal Express.
10. Racks should be sent at Rewa station for transportation of foodgrains of F.C.I. in Rewa and Seedhi districts and arrangements should be made for unloading. Rewa and Seedhi are the backward districts of Madhya Pradesh. F.C.I. is always short of wheat and rice over there.

The hon. Minister in his budget speech has invited suggestions. I hope that hon. Minister of Railways will

pay attention to my above mentioned suggestions and get them implemented. I oppose the Railway Budget.

*PROF. S.P. SINGH BAGHEL (Jalesar): Sir, the hon. Minister of Railways has not provided facilities to the weaker sections of society in long train journey.

Atleast six unreserved coaches should be added to Express trains for the weaker sections.

Sir, the stoppage of Nilanchal Express should be provided at Tundla Station in my Lok Sabha constituency Jalesar so that Jain pilgrims of Agra, Tundla, Jalesar, Awagarh, Sadawad, Firozabad may conveniently visit Shikhar ji.

Underground or over bridge should be constructed on eastern side gate of Tundla railway station so that people of the villages upto Yamuna may conveniently cross the line. The railway crossing remains closed for hours so the villagers have to face a great difficulty in crossing the line.

Sir, Ranpai village is 2 km. away form Agra Firozabad road. I have got the road built there but it is on account of absene of railway crossing that the people of Ranpai village have to face a lot of inconvenience. So there should be a railway crossing at that place.

Sir, earlier there was railway crossing at Gathidargpur village on Tundla-Firozabad railway line but now it has been closed so a railway crossing should be there at Gathidargpur on the Tundla Firozabad line. The stoppage of some more superfast trains should be provided at Tundla station.

Sir, there should be a haltagge of Delhi-Lucknow Express at Tundla so that the public of Agra, Itah, Firozabad, Hathras and Mathura may avail its facility. There is only one passenger train on Tundla-Varhan-Itah rail route. The railbus and another passenger train should be introduced on that route.

Sir, there is Barhan Etah rail line. If Kasganj which is 28 km away form Etah is connected to this line, Etah will be linked with Kanpur, Lucknow, Pilibhit, Bareilly, Muradabad and Delhi. Nearly 28 km long rail line should be constructed from Etah to Kasganj.

*SHRI RAM SINGH KASWAN (Churu): Sir, the Railway Budget for the year 2004-05 is a populist budget.

*Speech was laid on the Table.

No funds have been earmarked for various schemes. My Parliamentary constituency Churu has been completely neglected. Following are my suggestions in this regard which are required to be included in the budget.

The gauge conversion of Rewari-Bikaner line is being demanded for many years by the people of this area. The traders and entrepreneurs of this area have to travel to various parts of the country. Bikaner district is located along the Pakistan border so the gauge conversion of the said route is also essential from the strategic point of view? The petroleum imported through Kandla seaport are transported to Haryana and Punjab via Jodhpur-Ratangarh-Gadulpur-Hissar. It is on account of the broad gauge only upto Degana and remaining metre gauge that goods trains have to take longer route and the oil companies are suffering loss of crores of rupees.

The approval for the gauge conversion from Rewari to Sadulpur and Sadulpur to Hissar was already given by the previous Government and provision of Rs. 11 crore was also made for the said work in the previous budget. The assurance for the gauge conversion of Ratangarh Degana and Sadulpur Bikaner segment was given but there is no such provision neither funds have been earmarked for the approved Rewari-Sadulpur and Sadulpur-Hissar section in the current budget. So it is essential in the public interest to include the work of gauge conversion of the said route in the budget.

The survey for laying the railway line from Churu to Taranagar Nohra and Sardar shash to Hanumangarh, Sikar-Nokha via Salasar-Sujangarh was done and lakhs of rupees of the railway department have been spent on it. However, there is no provision for this line in the current budget. It is quite essential in the public interest to lay said new rail line.

The biggest problem in my parliamentary constituency is the unmanned railway crossing and it is on account of this that it has become difficult for the rural people to go to another village and even to their fields. It is on account of the absence of railway crossing that it is difficult for the camel carts, truck and jeeps of the farmers to cross the line for going to other villages or the fields and there is always possibility of accident. Nearly 400 km railway line passes through my parliamentary constituency however, the number of manned and unmanned railway crossings are hardly 20-25. So in the present budget provision for unmanned or manned railway crossings near Bewad-Bhojan railway station between Loharu Bikaner, near Harpalu station, near village Kalri Kandhran, near

Dokwa halt station between Hadiyal Dudhwa khara station on Hadiyal Tamkor road, at Maulisar station on Ladaria between Dudhwa Khara and Aslu, near Payali gaon, Biggabas ramsara gaon, Hemasar gaon Benisar station near Sudsar station and near Balsamand on Ratangarh-Degana road, Paharsar, Khayali and Bhadra on Sadulpur Bhadara and at Lasedi indasar between Sadulpur Hissar near Dhani Chhoti on Sadulpur road should be made in the public interest. I would like to request the Hon. Minister that level crossing at the above mentioned places should be constructed in the current budget.

The computerised reservation facility at Churu-Sadulpur-Ratangarh-Sujangarh-Sardarshahar in my parliamentary constituency has been provided. Its timing is upto 2 o' clock which should be extended upto 5 o'clock. Besides this it is extremely essential to provide computerised reservation facility at Dungargarh railway station. It is essential to extend Bikaner-Churu passenger train upto Sadulpur and there is need to introduce a new train for Shriganga Nagar-Jaipur. The provision in this regard should be made in the current budget. Delhi, Jodhpur mail was the most important train of Northern Railway that connects my parliamentary constituency. This train has been discontinued due to incomplete gauge conversion. Unless gauge conversion work of the entire route is completed, for a time being the said train should be operated from Degama to Delhi.

A stoppage of link Express at Rampura Beti is being demanded for years, which is essential. It is extremely essential in the public interest to provide stoppage at Jalesar station between Anandwasi halt station and Bigga Dungargarh on Ratangarh-Sardar Shahar route.

[English]

*SHRIMATI JYOTIRMOYEE SIKDAR (Krishnanagar):
Please include the following Railway proposal of my Constituency:

1. Electrification of the Railway line between Krishna Nagar fo Laigala.
2. New rail line from Krishna Nagar to Karimpur.
3. Introduce one new train from Sealdah to Laigala.
4. Provide stoppage of 'Bhairathi Express' at Delegram.

Honestly I support this Budget.

*Speech was laid on the Table.

*SHRI G. KARUNAKARA REDDY (Bellary): Sir, I am unhappy that in the Railway Budget presented by the Hon'ble Railway Minister Hyderabad-Karnataka region in Karnataka State stands neglected with no facilities provided in this year's Budget.

Doubling of line between Raichur and Guntakal was taken up long back and there has been no mention about the progress and I would like to know that at what stage this project is?

Apart from providing all rail facilities, I request the Railway Ministry to create a new Division in Hyderabad-Karnataka region at the earliest to give a boost for the development of the region.

Kottur-Harihar line forms an important link between the two coasts, East and West. The line, on completion would enable movement of iron ore to all the three Ports, Mangalore, Chennai and Vizag Ports and on the return journey, the goods train can carry fertilizers, coal, cement and other products. The line which is economically viable, should be given more emphasis and I urge upon the Minister to allocate adequate funds for the early completion of this project.

I urge the Minister that more facilities to be provided at Hubli which will be befitting its status as Zonal Headquarters.

In view of the existing broad-gauge line between Hospet and Guntakal is over-saturated, there is an urgent need to expedite the ongoing work of doubling of line between Hospet and Guntakal. This was essential to ease the traffic congestion and enable movement of iron ore to Chennai and Vizag Ports from Bellary-Hospet sector and also for introduction of new trains for the benefit of the passenger-public in this region.

The people of Bellary region have been nurturing a long-cherished dream of getting through trains between Chennai and Mumbai via Bellary and Hospet. I request the Railway Minister to consider this request also.

It is heartening to note that the Railway Minister has introduced a new train between Hubli and Chennai. My appeal to him is to ensure that the train runs via Hospet and Bellary.

Similarly, I appeal to him to introduce another direct train to Mumbai via Bellary and realise the long-cherished dream of the people of this region.

Hospet in Bellary District is an important city with Hampi, the international tourist destination nearby. Apart from thousands of tourists thronging the city, a large number of office-goers travels between these two cities daily. Therefore, there is an urgent need to ply a push-pull train between the two cities not only for the benefit of office-goers but also to those wanting to visit Hampi.

I would also like to draw the kind attention of the Railway Minister to the fact that there are no day-time trains between Guntakal and Hubli causing lot of hardships to the passenger-public of the region. Prior to gauge conversion, there were several trains passing through Bellary during the day and I request you to kindly re-introduced all the trains prevailing prior to gauge-conversion.

If the Railways Minister considers/rectifies all these points, it will be very much helpful for the development of Hyderabad-Karnataka region in a large scale.

*SHRI S. MALLIKARJUNIAH (Tumkur): Sir, Tumkur is one of the fast developing cities in Karnataka State. It is just 53 miles away from Bangalore, the capital city of Karnataka. Siddaganga, the famous religious holy place of Veerashivas is situated here. Several educational institutions including technical colleges have come up here during the last three decades.

The two major areas of Tumkur city are the Someshwara extension and the Chennanjappa hostel. Everyday thousands of pedestrians move from one area to another. Several hundreds of school and college students have to move from one area to another here to reach their respective educational institutions. A number of accidents are taking place each day in these areas. Hence there were several agitations by the people demanding the construction of a railway bridge between Someshwara extension and Chennanjappa hostel. In future also the situation here among the public may go out of control at any time if the Railway Ministry do not take a quick decision and construct the rail bridge as per the aspirations of the people of Tumkur. Hence, I request the hon. Railway Minister and the Government of India to take up this long pending work of constructing over bridge between Someshwara extension and Chennanjappa hostel in Tumkur. The Centre should get all the cooperation from the Government of Karnataka such that the proposed work can be completed quickly.

Renovation and modernisation of Tumkur Railway Station is pending for a very long time. About 25 trains pass through Tumkur Railway Station daily. But strangely

*Speech was laid on the Table.

*Speech was laid on the Table.

#Translation of the speech originally delivered in Kannada.

till today there is no waiting room for the travelling public. There is no seating arrangement at the station for the travelling people while they wait for their respective trains. The railway station which exists in Tumkur today is several decades old. Neither drinking water nor bathroom facility is available at this very old railway station at Tumkur. Therefore it is high time for the Ministry of Railways and the Government of India to modernise this railway station with all the facilities immediately. The railway station at Kyatasandra in Tumkur is also a primitive station. The Centre should be sympathetic to the people of Tumkur and renovate this railway station without any loss of time. Similarly the railway stations at Nittur, Sampige, Gubbi, Tipatur in my Tumkur constituency should also be modernised as the need of passengers at these stations is very urgent.

Several *rasta roko* and *rail roko* demonstrations were held at different parts of Karnataka, particularly in Tumkur district demanding improved train services for Karnataka.

I request the Railway ministry to look into these immediate needs of the people of Karnataka and particularly the requirements of Tumkur district and take appropriate steps.

*SHRI ALKESH DAS (Nawadwip): Sir, in my constituency i.e. Nawadwip Parliamentary Constituency of West Bengal, I have some proposals of railway development. The proposals are :

1. Sanctioning the project of gauge conversion from Santipur to Krishnagar (Narrow gauge to Broad gauge).
2. Previously train line was there from Sealdah to Dhaka through Ranaghat. Assam mail travelled from Sealdah to Guwahati *via* Bangladesh (then East Pakistan). The railway line still exists. So from Sealdah through Ranaghat (Eastern Pakistan) running of train to Dhaka is possible without any extra expenditure.
3. Allocation of more fund for the doubling of Kalinaragan Pur to Krishnagar railway line to complete in this year.
4. Allocation of fund for renovation of bridge No. 12 and near about 1 k.m. railway line from Halisahar Station (E.R.) such that from Ramaghat to Burdwan running of train is possible.
5. Doubling of Bandel to Katoa railway line.

*Speech was laid on the Table.

The problems of Krishnagar Parliamentary Constituency of West Bengal.

Allocation of more fund to complete this year electrification of Krishnagar—Lal gola line.

Railway line from Krishnagar to Karimpur.

To construct flyover over NH 34 railway track (55 T) near Ranaghat totally by Railways.

[*Translation*]

*SHRI BHANWAR SINGH DANGAWAS (Nagaur): Sir, I would like to draw the attention of the hon'ble Minister of Railways towards certain facts.

Prior to the Indian independence the then Maharaja of Jodhpur operated Jodhpur Railway in Jodhpur princely state. Similarly the Maharaja of Bikaner used to operate Bikaner Railway.

Presently trains of Western Rajasthan i.e. Jodhpur area and northern Rajasthan i.e. Bikaner area meet at Merta junction. Thereafter, rails runs to Jaipur from Merta road via Phulera.

Merta road junction is nearly 80 km away from Ajmer by railway route. Railways in entire southern and Western India were operated from Ajmer. Then there was no habitation on Merta road at that time but from the point of view of trade, the district headquarter Merta city was there. So at that time Merta city was connected to Merta road by railways. Thus after linking of Merta road to Merta city by railway, the distance of Ajmer remained nearly 65 km.

Even before the independence the then Maharaja and the English rulers had for the first time conducted survey for linking Merta city to Ajmer. Even today iron pieces used at that time in the survey are present in the field between Merta city and Ajmer.

The rail line from Ajmer to Pushkar was approved in the financial year 2000-2001. The land is being acquired for the construction of rail line. Thus now the distance between Merta city and Ajmer has reduced and now it is only 50-55 km.

As far as the survey is concerned, it has been conducted several times. Some five years back when Shri Nitish Kumar was the Minister of Railways he had in his written reply stated that the expenditure of survey

*Speech was laid on the Table.

[Shri Bhanwar Singh Dangawas]

conducted for laying the railline between Merta city and Ajmer has been included in the budget of that year.

If Merta city is linked with Pushkar, western and northern Rajasthan will be directly connected with the entire country especially Southern and Western India and the distance will be reduced to at least 70 km. Presently if one has to go to Ajmer from Merta city, one route is from Merta to Ajmer via Phulera and the other is via Pali Marwar junction in Jodhpur division and in both the situation one has to cover longer distance.

If the said line is constructed it will not only be cost effective to freight agriculture products of Merta city, Nagaur and Jodhpur markets rather it will also be convenient for the passengers. Besides, these two pilgrim places will also be directly linked. These pilgrim places are Tirthraj Pushkar and world famous Dargah sharif Ajmer. Every year lakhs of devotees visit here for offering. The Rajasthan Government has also demanded from the Central Government to link railway line which is pending with the Department of Railways and is also mentioned on page 17 of the summary of pending cases regarding connecting Ajmer with Merta captioned 'proposed new rail lines'.

Keeping in view the above facts, through you, Sir, I would like to request the Minister of Railways that the provision should be made in the current year's budget itself for linking Pushkar with Merta city.

Besides this, the gauge conversion work from Degana to Ratangarh line should be completed and stoppage of any express train should be provided at famous pilgrim spot of Dariawa Maharaj Ren so that lakhs of pilgrims are benefited. Second over-bridge at Merta road junction should also be constructed.

[English]

*SHRI S.K. KHARVENTHAN (Palani): First of all I would like to thank the hon. Madam, Smt. Sonia Gandhi who has been kind enough to give me an opportunity to become a member of this august House and I would also like to thank the Prime Minister and Shri G.K. Vasan, President, Tamil Nadu Congress.

I welcome the Railway Budget for the year 2004-2005 presented by the Railway Minister on 6th July, 2004. Several innovative schemes have been announced which I hope would benefit the passengers and also the traders.

I also would like to thank the Minister for introduction of four new trains for Tamil Nadu. However, as announced by the Minister himself, Tamil Nadu has not been given proper attention it deserves. There are many pending projects in Tamil Nadu which are long due but not taken up due to reasons not known. While financial crunch is cited as one of the reasons for not taking up important railway projects in Tamil Nadu, it is not known how many projects are taken up on priority basis in some of the States. But I thank the hon. Minister for giving due attention in pending projects in Tamil Nadu.

I would like to take this occasion to highlight some of the problems in my Constituency. As everybody is aware that Palani constituency which I represent is the abode of Lord Karthikeya. It is a famous pilgrim centre and frequented by lakhs of people every year not only from Tamil Nadu but also from other States. But the facilities available here are awfully inadequate.

I wish to submit the following points for favourable considerations:

The long pending projects in my Constituency is "Chamraj Nagar—Palani" BG line. The proposal was introduced by the British regime and survey was also conducted. The scheme is Chamraj Nagar (Karnataka)—Mattupalayam—Annore Avinashi—Padiyur (Kangayam)—Dharapuram—Keeranur—Palani. [Kangayam is famous for butter and textiles. Dharapuram is an ancient historic town. The pandavas lived one year. 'Agnayadhavasam' at Dharapuram only. It was called as 'Viradapuram'. These towns have to be connected by rail. It will give huge revenue to the Government].

Another important route is Quilon—Coimbatore BG line. [This route will be well connected to devotees of Sabarimalai and Palani].

Laying up of a new railway line between Erode and Palani via Chennimalai—Kangayam—Dharapuram. This may be taken up on priority. Chennimalai is famous for textiles, Kangayam is famous for textiles and butter. Core export units are available in Kangayam and Chennimalai. It will not only benefit the area but also generate considerable revenue for the Railways].

Restoration of the unmanned level crossing near Kanakkampatti between Dindigul—Palani route (50-14 km—51/1).

Connecting of Karur and Tirupur via Vellakoil and Kangayam [Karur, Vellakoil and Tirupur are important

textile centres]. Huge foreign exchange is generated from these two centres. If they are connected, it will be a boost for the textile industry and consequent revenue for the Railways;

Modernisation and expansion of Palani Railway Station;

Declaration of Palani Railway Station as a model station and a 'A Class Station';

Improvement of infrastructural facilities in the Palani Railway Station;

Taking up the survey of Dindigul—Palani—Pollachi—Coimbatore and Pollachi—Palghat on priority basis by allocation of adequate funds;

Construction of a Rail Yatri Niwas in Palani Station to cater to thousands of devotees coming every day;

The passenger reservation facilities in my constituency are not adequate. I demand that a few more centres should be opened at Vellakoil, Kangeyam and Chennimalai so that the travelling public are not put to any difficulty in making their reservations.

Oddanchatram town in my Constituency is a very large market for vegetables and butter. Due to inadequate storage facilities, the vegetables and butter are not transported to other far off States. The Railway Minister has done well by introducing refrigerated coaches for transportation of perishable items. I request that a refrigerated coach on permanent basis may be introduced from Oddanchatram to other towns at least to Madurai and Chennai to begin with so that those coaches can be transported to other parts of the country easily. Due to this thousands of persons involved in production of vegetables and also butter would be benefited and also this backward areas would stand to improve.

The Railway Minister has announced a novel scheme of taking Railways to village. He has proposed introduction of village-on-wheels connecting important tourist places in rural and semi-urban areas. As stated by me earlier Palani is an important tourist area and if connected to other places in this scheme I am sure that not only areas will be benefited but also tourist travelling from States will find it easier to reach these places. People who wish to go to Sabarimala every year invariably come to Palani before pursuing their onward journey and I would like to say that about 20 lakhs devotees visit Sabarimala every year. Palani would be a gateway for visiting

Sabarimala for devotees coming from northern and other States.

The introduction of welfare schemes for porters and coolies is ought to be appreciated. The announcement regarding more facilities for passengers like availability of drinking water, etc. is also a welcome one.

The introduction of kullar system (mud cups) which are environmental friendly will enable generation of large number of employment opportunities especially of rural artisans. It will give job to lakhs to 'kulalars (manufacturers of mud articles)'. Moreover, the kullar are more hygienic and user friendly.

*SHRI RUPCHAND PAL (Hooghly): Sir, the following demands may be considered by the Railway Ministry:

1. Construction of foot overbridge at Bandel in the Howrah Division of Eastern Railway.
2. Take urgent steps to solve the water-logging problem at Bandel, Adi Saptagram, Hooghly, Bhadreswar, Chandanagar, Mankundu, Mogra, etc.
3. To provide better passenger amenities.
4. To increase no. of trains between Bandel and Howrah and Bandel-Sealdah via Hooghly Ghat.
5. To construct a subway at Mushtaphapur near Kamarkundu Station in the Howrah-Burdwan chord line.
6. To help construct a flyover at Mogra and one at Kamarkundu in Howrah division.
7. To provide pay and use toilet at Chinsura Railway station and also provide safe drinking water there.
8. To provide land at Haripal Station in Howrah division for construction of Bus stand by Haripal Panchayat Samity in the interest of Railway passengers.
9. To construct a new level crossing at Chandanpur in the Howrah Burdwan Chord.
10. To run Rajdhani Express to Delhi on Sunday from Howrah via Gaya.
11. To construct a new platform subway at Bandel connecting all the platforms.

*Speech was laid on the Table.

[Shri Rupchand Pal]

12. To expedite the doubling work of Bandel—Katwa and Sheoraphuly—Tarakewar lines.
13. To connect the Howrah Burdwan chord with the Tarakeshwar Branch line near Nalikul and connect it to Sealdah.
14. To provide Railway land to Singur Panchayat Samity in the Hooghly district of West Bengal for construction of alternative path for Railway passengers.

*SHRI HANNAN MOLLAH (Uluberia): Sir, I like to make following points on Railway Budget. I congratulate Railway Minister for presenting a people-friendly Railway Budget for 2004-2005. I request the honourable Minister to take early steps on the following issues.

Howrah-Amta Broad Gauge line is yet to complete though its foundation stone was laid in 1982. This caused serious dissatisfaction among the people. Hon. Minister promised to complete the work upto Amta in current financial year. I would urge upon the Minister to stick to his promise and see that it is completed soon and he comes for its inauguration in the end of this year.

Originally Plan is to construct new BG line from Howrah-Amta, Howrah-Champadanga-Shiakhala. After completion of Howrah Amta section, Amta-Chempa Danga Shiakhala section should be taken up and that should be completed soon.

Secondly, the Howrah Station is very congested and it is very difficult for Trains from South Eastern Railway to accommodate there as this is under Eastern Railway. A proposal for a new Terminal at Padmapukur-Shalimar for South Eastern Railway was discussed and decision was taken for construction of this new Terminal. But no further action has been taken on that. I would request you to kindly expedite the construction of that Terminal which will facilitate easy movement for S.E. Railway Passengers to get direct access to Kolkata *via* Second Hooghly Bridge.

Thirdly, a large number of Passengers travel from my district Howrah to Hooghly and Bardhaman districts. They use S.E. Railway Local Trains and come to Howrah Stations and then change the Train and take Local Trains of Eastern Railway. It causes big crowd at Howrah Platform and also more time-loss for them. If some S.E. Railway local (EMU) Trains from Khargapur are directly

go to Eastern Railway section via Bamungachi—Lluah through existing Railway Tracks, it will be highly beneficial for thousands of commuters. They can avoid crowd of Howrah Platform and save time and go to their destination without changing Trains. This may be examined and introduced jointly by S.E. Railway and E. Railway.

My Home Station CHENGAIL in S.E. Railway under Khargapur Division is neglected. I would request you to improve the Station, raise the height of the Platform, provide better and clean toilets, improve and repair the approach roads and provide other passenger amenities. Besides, I have a very long-standing demand. On the Northern side from Chengail Station to Paschim Bauria, my native village, there is no road, though there is enough land to construct such road. It will not cost Railway much money. But as a gesture to an M.P., it can be done. So I would request you to kindly intervene so that S.E. Railway Authority construct a road from Chengail Station to Paschim Bauria Mollapara unmanned level-crossing and a small path-bridge on Gauriganga Canal. It will be of a great benefit to hundred of my own villagers.

You are aware about the problems of thousands of Railway hawkers at Howrah Station. They are from refugee family. Most of them belong to SC and OBC and minority families. They are all unemployed; many of them are also educated. But Railway Authority in Howrah Station and Khargapur—Howrah and Howrah Bardhaman sections always harass and attacks on those poor hawkers. They are implicated in false cases. They are brutally beaten. The newspaper venders were attacked by R.P.F. many times. You were kind enough to meet the MPs at Kolkata and assured protection of the Hawkers. In spite of that Eastern Railway Authority is resorting to some attacks on the hawkers. There was big hawkers rally at Kolkata but the G.M. Eastern Railway, failed to meet delegation of MPs to discuss the problem. I would urge upon you to consider the problem of those poor people. Arrange for license for Railway hawkers at platform and at trains and levy a reasonable license fee, so that they can get an identity and do their business peacefully. I also would urge upon you to check your R.P.F. from attacking the poor hawkers, snatching and destroying their materials and implicating in false cases. This minimum human behaviour should be ensured to our citizens.

I urgen upon the honourable Minister to consider these proposals and take positive action so that thousands of our people are benefited.

*Speech was laid on the Table.

[*Translation*]

*DR. SHAFIQR REHMAN BARQ (Moradabad): Sir, following suggestions be added in the Railway Budget presented by the Hon. Railway Minister.

1. There is a station Sambhal Hatim Sarai in Sambhal and the trains don't go beyond this station as if this is the end point of the world. Sambhal is a historical city and it has also been the capital city in the past. During the mughal period it was a province (district) but now it is merely a tehsil. Due to the lack of railway connectivity, Sambhal is still backward. Hence Sambhal Hatim Sarai station be connected with Gajroula main line via Hasanpur. I had raised this matter in the House during the presentation of Railway Budget in 1998 and in pursuance of that order for carrying out the survey work had been made. The survey work is already completed but no further action has been taken in regard thereto.
2. Hence I request to connect Sambhal Hatim Sarai Railway Station with Gajroula main line via Hasanpur so that the people of Sambhal could get an opportunity to make progress.

*SHRI SITA RAM SINGH (Sheohar): Sir, I support the Railway Budget presented by the hon. Railway Minister and thank him for presenting such a good budget. Passenger fares have not been increased and it is a commendable step. Similarly freight rates have been kept unchanged and it is also a commendable step. The introduction of kulhars will provide employment opportunities to the potters. The use of khadi in Railways would provide employment to the weavers. Similarly the steps to give free travel facility to the coolies and their family Members and also to the war-widows appreciable step. Similarly, exempting the unemployed youth from fare for the purpose of facing interviews will go a long way in helping them. Similarly development of the country has been kept in mind while introducing 15 new trains. Electrification work is also being expedited. The setting up of a wheel factory at Chhapra has brought it on the industrial map. I would like to thank the hon. Minister of Railways for starting the survey work of Sitamarhi Railway line. It would also lead to the creation of employment opportunities for the milk producers of Samanpur situated between Narkatiagannj and Sitamarhi. The survey of Motihari, Sitamarhi, Gaya and Sheohar rail line is an

*Speech was laid on the Table.

appreciable step. There has been a long standing demand to provide a halt of Ramrup Nagar in Samanpur situated between Ghorasahan and Chainpur situated between Santhal and Sitamarhi. Similarly there is an urgent need to start a direct train between Bihar and Mathura.

Safety measures are being taken in Railways. However, I would like to know whether the Godhra incident has been inquired into and also whether the inquiry report has been made public by the then Minister of Railways. If no inquiry has been held in this regard then the incident be inquired into thoroughly and the names of the guilty persons be also made public.

[*English*]

SHRI MADHUSUDAN MISTRY (Sabarkantha): Sir, I thank you very much for giving me this opportunity to speak on the Railway Budget.

At the outset, let me congratulate Shri Lalu Prasad and applaud the steps that he has taken in his first Budget on Railways. ...(*Interruptions*)

MR. SPEAKER: No cross-talks please.

SHRI MADHUSUDAN MISTRY: Perhaps after long years, the common people of this country seem to be feeling that there is somebody who looks after their interests, especially the people who are travelling in the trains. I also congratulate him for his proposal where there is no hike in the passenger fare and freight rate. He proposed that he would introduce 15 new trains and the frequency of 13 existing trains would be increased. He proposed to extend nearly 24 trains that are running in different parts of the country. He has also reduced the age of senior citizens to avail of 'senior citizen concession', from 65 years to 60 years. He said that the patients of cancer, thalassaemia, heart disease, etc. would get nearly 75 percent of the concession. He proposed that for railway safety, he would have more than 3500 constables and that for cleanliness, he would constitute a task force under 'Operation Cleanliness'. He proposed that nearly 775 new gauge conversions will take place during 2004-05.

I also congratulate him for enhancing railway tourism, especially for common people, and for his proposal to fill the backlog of vacancies reserved for SC/STs and OBCs.

MR. SPEAKER: Please refer to points only because not much time is left.

SHRI MADHUSUDAN MISTRY: I am only making points.

I also congratulate him for suggesting steps to improve catering services besides partial removal of monopoly in stalls, and in availing contracts of scraps from Railways. ...*(Interruptions)*

MR. SPEAKER: Please keep silence in the House. Some importance is to be given to this very important subject. We are not able to hear the hon. Member.

The Minister has suggested a number of surveys to be done. I would request him to make a survey of Khedbrahma-Ambaji-Abu Road which will connect Abu Road to Ahmedabad *via* a different rail route. Ambaji is not only a pilgrimage place but there are marble mines also. It is a tribal region and it is not connected with any of the railway line so far. It is only a 15 km. stretch. I request the Minister to initiate a survey on this railway line also.

I congratulate the Minister for presenting a common people-friendly budget. I applaud him for all the steps that he has taken and thank him for giving such a nice Budget to the people of this country.

[Translation]

PROF. RASA SINGH RAWAT (Ajmer): Mr. Speaker, Sir, I rise to oppose the Railway Budget presented by hon. Lalu ji.

Sir, the main function of the Ministry of Railway is efficient operation and development of railway. However, the Minister of Railways has forgot it. Suppose the house wife is expert in painting; however if she does not take care of children then what is the utility of painting. Similarly, introduction of Kullhar, Mattha and Khadi cloth in railway but not improving efficiency of railway and its ill operation, not formulating schemes and not providing funds for pending schemes can not be regarded as commendable steps. Such budget can not be regarded as the budget of the country. This budget is only for gaining cheap popularity. It is commendable that you did not increase passenger fare and freight charges. However, funds have not been arranged for completion of the projects which are lying pending and which require crores of rupees. It would have been better had any way been suggested in this regard. Through you, I would like to suggest that the railway budget presented by the hon. Minister is directionless, anti-development and visionless. The main target of the budget is to gain immediate popularity.

Through you, I would like to submit that Rajasthan has been completely ignored in this budget. Area wise, Rajasthan is the biggest State. Pushkar and Ajmer railway line in Rajasthan is lying pending for the last four years. It was decided to construct Railway line at this place.

16.00 hrs.

The work has also started and funds have been approved and survey has been conducted. However, there is no mention of Ajmer-Pushkar Chittorh and Udaipur are mentioned in the Budget in the sense that the gauge conversion work of Chittorh and Udaipur line will be taken up. However, what will be the fate of segment lying between Chittorh and Ajmer. Unless Amer-Bhilwara, Chittorh and Udaipur line is not completed and the gauge conversion of Chittorh-Udaipur upto Himmatnagar is done, the said route will not be useful. Southern Rajasthan is tribal dominated area. Lakhs of people in Banswada area have not even seen rail. They demand that Udaipur rail line should be laid via Ratlam-Nimach so that they may get rail facility. However, I am sorry to say that there is no mention about it in the budget. The Railway lines which were approved by the previous Minister of Railway, Shri Nitish Kumar ji; have been simply included in it. A few are exactly the same. It has been mentioned to increase the frequency of Rajdhani Express. Rajdhani Express is an expensive train. Common people have nothing to do with it. The common people would have been benefited had the frequency of common man's train been increased and unreserved compartments added. The former Minister of Railways had introduced train between Patna and Ajmer. Lakhs of people visit Ajmer. Lakhs of people from Bengal and Bihar visit Dargah of Muinuddin Chisti to offer flowers of reverence. Lakhs of people visit Pushkar. That train runs once a week between Ajmer and Patna. If the frequency of that train is increased by the hon'ble Minister of Railway, it will be convenient for the people of Bihar, U.P. and the people of other States falling in between on this route.

Earlier one train was introduced between Ajmer-Howrah that runs once a week. I would like that attention should be paid to the international importance of Ajmer. Ajmer and Pushkar are important from the point of view of tourism. Every tourist visits Pushkar. These are known for religious tourist places. Ajmer and Pushkar have their importance. I would like to request the Minister of Railways that he should make effort to connect Ajmer with more rail lines. Doubling of rail line between Phulera and Jaipur has been approved for the first time. What will be done for the stretch between Delhi and Jaipur.

Nothing has been told as to what will be done between Phulera and Ajmer. They have given the details of work of runway and have increased its number. The names of Pushkar-Medhta are also mentioned in it. Its survey has been done many times in the past. I would like to request that more funds should be sanctioned for Ajmer Puskar rail line. A new rail line should be constructed at the earliest, but Pushkar should also be linked with Medhta so that Ajmer may get linked to Bikaner-Jodhpur line in Western Rajasthan. There will be a parallel line and it will be convenient for the people.

At the end, I would like to say that the gauge conversion of Ajmer, Bhilwada, Chittor should be done on priority basis. Byawar area has a population of more than one lakh. Ashram Express passes through my parliamentary constituency. If there is two minute half of that train there, it will be convenient for the people and the army personnel of that area. Byawar, ahead to Ajmer and Kishangarh before Ajmer are marble markets. Byawar ahead of Ajmer has a population of more than one lakh. If there is haltage of Ashram express there, it will be a great convenience to the people of that area.

At the end, I would like to submit that the trains connecting Ajmer with Haridwar, Amritsar and South India should be introduced. Marudhar express operates there. It will be convenience for the people of that region if the running between Jodhpur trains and Varanasi runs twice a week via Marwad junction, Ajmer and Jaipur. Bandikui-Agra fort line is creating inconvenience for us for ten years. There the work of gauge conversion is going on at a slow pace. Now the Minister says that he has allocated funds for that. I request that the work may be completed at the earliest. However, the fund is meagre. Sir, my last point is that ...(*Interruptions*)

MR. SPEAKER: You have said your last point four times. Ok. Please speak.

PROF. RASA SINGH RAWAT: Mr. Speaker, Sir, Agra Fort rail line should be completed at the earliest and new train should be introduced between Ahmedabad-Agra Fort. Earlier train that operated was very popular and useful and was running in profit. I would like to request that the other pending rail projects of Rajasthan should be completed at the earliest. ...(*Interruptions*)

MR. SPEAKER: Lalu ji Prof. Rawat ji is requesting you.

PROF. RASA SINGH RAWAT: Broad gauge has not been done at Shekhawati and in Southern Rajasthan and

it is on account of this that development work in that area has been affected. It should be linked with broad gauge. I hope that you will provide all facilities to Rajasthan by introducing new trains and laying new railway lines.

[*English*]

MR. SPEAKER: The names of those hon. Members who have already submitted their written speeches or statements will not be called. Those will already be on record. Therefore, there is no question of calling their names.

...(*Interruptions*)

SHRI M.M. PALLAM RAJU (Kaknada): Sir, what if we would like to speak instead?

MR. SPEAKER: No. There is no question of 'instead'.

...(*Interruptions*)

MR. SPEAKER: This is not the way to co-operate with the Chair.

...(*Interruptions*)

MR. SPEAKER: This is very unfortunate.

...(*Interruptions*)

MR. SPEAKER: I shall come to you afterwards.

...(*Interruptions*)

MR. SPEAKER: Now, Dr. Rajesh Mishra.

[*Translation*]

SHRI SHAILENDRA KUMAR (Chail): Mr. Speaker, Sir, I am on point of order. All hon. Members have given their written speeches. We thought that hon. Minister of Railways would reply during the debate. On the basis of it all hon. Members have given their speeches in writing. Hence I would like to request you that the Members whose names are in the list be allowed to speak.

DR. RAJESH MISHRA (Varanasi): Mr. Speaker, Sir, I am thankful to you for giving me an opportunity to speak on the Railway Budget. I would like to thank the hon. Prime Minister, Shrimati Sonia Gandhi and hon. Railway Minister. I rise to speak in support of the Railway

[Dr. Rajesh Mishra]

Budget. After going through the entire text of the Railways Budget, I would like to appreciate the intent of the hon. Railway Minister behind the Railway Budget.

Mr. Speaker, Sir, hon. Minister has not increased the fares of the general class, sleeper class, AC-I, AC-II by even a single paisa. The entire public of the country including the most downtrodden and backward person to the one at the top have appreciated the Railway budget. Hon. Railway Minister have also kept the freight rates unchanged that has helped the small as well as big traders and all of them are extolling this motive and intent of the hon. Minister.

Mr. Speaker, Sir, I have been a Member of Legislative Assembly for 2-3 times in the past but I have been elected as the Member of Parliament for the first time. Hence I am a new Member of the House. However I would like to say that the way the Members of the opposition have kept on criticising the Railway Budget and have been putting forward their views about the Government or the Railway Minister, I am forced to say that those who themselves bear stigma on their forehead don't have any moral right to call others tainted.

Mr. Speaker, Sir, while talking about his proposals to introduce and use Khadi in Railways, the hon. Railway Minister has brought forth his intent to carry forward the Gandhian Philosophy of using khadi that was used as a weapon during the freedom struggle. I would like to praise the hon. Minister for taking this visionary step as it would provide employment opportunities to thousands of weavers.

The steps like introducing kulhars in Railways are anathema to the rich persons but it also provides employment to the potters of the country. I would like to appreciate hon. Minister for taking this step.

Whenever hon. Minister talks of providing free tickets to vendors and coolies etc. one feels that this Government is committed for the welfare of the poorest section of society. ...*(Interruptions)*

[English]

MR. SPEAKER: Those who are interrupting the hon'ble member who is speaking, will not be called to speak.

[Translation]

DR. RAJESH MISHRA: The announcement of the hon. Minister of allowing the unemployed persons to travel

free of cost shows his intent to think about their welfare and we appreciate the intent of the hon. Minister behind this step.

I would like to say that Railway Budget is truly reflective of the intent and commitment of the Government and the Railway Minister. Sir I would like to give few suggestions to the hon. Minister. Varanasi, from where I hail is the oldest and most vibrant of the cities not only of India but of entire world and it has been the hub of culture and religion from the time immemorial.

Mr. Speaker, Sir, the announcement of the hon. Minister seeking to put a ban on the auction of the scrap and bringing it in use is worthy of appreciation for it would do away with the mafia domination in this field. I would like to submit that the big railway factories are the home of gross financial irregularities wherein the senior officers are indulged in large scale misuse of the funds. To cite an example-DLW in Varanasi ...*(Interruptions)*

[English]

MR. SPEAKER: Please mention only the points.

[Translation]

DR. RAJESH MISHRA: A big diesel engine manufacturing factory is situated here. I would like to say that the step taken by the Minister of putting a ban on the import of the spares and other material from abroad is a welcome step.

I would like to mention about a place Khalispur in Phulpur in Varanasi. A sleeper manufacturing factory was set up there during the tenure of late Pandit Kamalapati Tripathi as Railway Minister. Today that factory is on the verge of closure. I would like to request the hon. Minister to upgrade the said factory to make it viable. I would like to say that a proposal to construct a flyover at Maduadeeh Railway Station in Varanasi has been submitted. The proposal is already with the hon. Minister. There is another proposal for constructing a flyover at Kazzakpure. The entire Varanasi comes to a standstill due to the lack of the flyover here. I would be extremely grateful to the hon. Minister of Railways if he visits Varanasi. I would like him to come here and have 'darshanas' of Baba Vishwanath. Further one more train between Varanasi and Bangalore be started. It would result in providing employment to the weavers of Varanasi in Bangalore. I thank you for giving me the opportunity to speak.

[*English*]

MR. SPEAKER: Shrimati Tejaswini Seeramesh.

...(*Interruptions*)

MR. SPEAKER: Dr. Mishra, I thank you very much for your cooperation. Hon. Members, please be quiet. I have called her.

...(*Interruptions*)

SHRI A. KRISHNASWAMY (Sriperambudur): Sir, Shrimati V. Radhika Selvi was earlier permitted to lay her speech on the Table. That was her maiden speech. So, I would request you to give her an opportunity to speak. ...(*Interruptions*)

MR. SPEAKER: She may make her maiden speech at the proper time.

...(*Interruptions*)

[*Translation*]

*SHRI SITA RAM YADAV (Sitamarhi): Sir, I support the Railway Budget presented by hon. Shri Lalu Yadav and make the following suggestions:

1. The work of Muzzafarpur-Sitamarhi Railway line approved ten years ago, is progressing at Snail's pace. Rs. 100 crore be sanctioned for the completion of this railway line.
2. The work of gauge conversion of Darbhanga-Sitamarhi-Narkatiyaganj from narrow gauge line into broad gauge is in progress. Adequate budgetary allocation be made for the same.
3. Muzzafarpur-Narayanpur-Aurai-Janakpur road Surand-Jainagar rail line was taken up for survey in 1997. If the survey work of the railway line is yet to be completed, it is requested that survey work be completed at the earliest and the railway line be laid.
4. A new railway line be laid by completing the survey work of Sitamarhi-Sonwarsa-Parihar-Sursand Jaynagar new railway line.

[*English*]

*SHRI LAKSHMAN SETH (Tamluk): Sir, I table the following issues relating to Railway facilities in my area.

*Speech was laid on the Table.

I seek your indulgence for forwarding the same to Shri Lalu Prasad, Union Railway Minister for his favourable consideration.

1. Allocation of fund for double line from Rajagoda Station to Durgachak Station, Haldia West Bengal.
2. ROB at Ranichak, on Haldia—Panskura line, ROB at Bhogpur on Panskura-Howrah Line.
3. Stoppage of Coromandal Express, Gitanjali Express, Falaknama Express, Mumbai Mail and Trivandrum Express at Mechada Station, which is adjacent to Tamluk District Headquarter of Purba Medinipur.
4. Restoration of directs booking of betel-leaves from Mechada and Panskura Station instead of rebooking system.
5. Adequate supply of parcel van for transportation of betel-leaves from Mechada and Panskura.
6. New line from Uluberia to Mahishadal Station on Panskura-Haldia line.
7. Introduction of two pair local passenger train from Haldia to Howrah.

SHRIMATI TEJASWINI SEERAMESH (Kanakpura): Mr. Speaker, Sir, I am very much thankful to you for providing me this great opportunity to speak on the Railway Budget.

Sir, I feel the Railway Budget is very important. The railway is the lifeline of the common man of India. One can see the very people's friendly touch in the UPA Government's Railway Budget where we can see the leadership of Shrimati Sonia Gandhi, Shri Lalu Prasad's touch and even the UPA Government's allies' touch—where the Left Parties and others are there. I feel that this is a very friendly Budget to the common man, to the poorer sections and the middle-class travellers.

In this Budget, importance is given to the eco-friendly things. Certain measures have been taken which are very important. *Swadeshi* ideology or the *swadeshi neeti* is there. The point is that the common man is travelling in the trains. As I told earlier, they have taken certain measures. These are very much appreciative. The common man will be benefited very much with these things.

I will not take much time because I know time is very precious. Every hon. Member has to speak. But as

[Shrimati Tejaswini Seeramesh]

far as my State of Karnataka is concerned, I do not know why Shri Lalu Prasad has not taken much care. I think because of shortage of time and other things, he could not take care of it. I hope he will attach much importance to the State of Karnataka to finish all our unfinished projects. In my constituency, I am representing 27 lakh voters where there is no irrigation facility, there is no tourism facility. To help the common man, I would request the Railway Ministry to introduce some new lines. During the regime of the former Prime Minister Shri Devegowda, a survey was conducted to connect Bangalore *via* Kanakapura and some tourism spots like Sangam and others. The common people will be benefited by the new line. I would, therefore, request the hon. Minister to kindly consider this line.

Next the electrification of Bangalore-Mysore railway line is also there. I am requesting the hon. Minister to take care of this. I hope the hon. Minister as also the UPA leadership will take care of my constituency.

With these words, I thank you very much for providing me the time.

MR. SPEAKER: It is a very able speech. Because of your kind cooperation, I am sure, the hon. Railway Minister will consider your requests.

[Translation]

SHRIMATI KALPNA RAMESH NARHIRE (Osmanabad): Mr. Speaker, Sir, apprising this Railway Budget, I would like to submit that the work of a railway project is in progress on Kurdwada-Uzmanabad-Latur line that passes through my constituency but the work has come to a halt due to lack of budgetary allocation for this project. Hence I request you to restart the work of the said project by providing funds in this year's budget itself.

Secondly I would like to submit that there is a need to lay a new rail line *i.e.*, Taljhapur-Uslamabad-Sholapur passing through my constituency. No budgetary allocation has been made for this project too. Hence I request the hon. Minister to ensure making some provision for the said project also. With these words, I conclude.

[English]

MR. SPEAKER: Thank you very much. I am sure, your matter will be considered. Now, I call Shri Suresh Kurup to speak. You will have four minutes to speak.

SHRI SURESH KURUP (Kottayam): Sir, at the outset, I would like to say that the Indian Railways is the symbol of the unity of our country by connecting all parts of our country, moving people and goods from one end to the other, mixing people and cultures and, in the process, creating unity out of diversity.

Sir, the whole country keenly awaits the Railway Budget because it affects the lives of millions of people. I appreciate the Railway Minister for presenting a Budget which has not put any additional burden on the people this year. While not increasing the passenger fares and freight charges, the Minister has rightly given emphasis on the safety aspects of the Railways.

Sir, recent accidents in various parts of the country have badly shaken the faith of the people on the Railways. I wish all the measures taken for improving the safety aspects and also for modernisation will succeed without any delay.

Now, I appreciate the Minister for giving concessions to widows of those heroes who have laid down their lives for the country. I also appreciate the Minister for remembering the Railway porters. I appreciate the Minister for the decision to make a determined drive for filling up of the vacancies reserved for the Scheduled Castes and Scheduled Tribes.

Sir, since Railways is the most important form of transport in our country, great expectations are aroused in different parts of the country whenever a Railway Budget is presented. In Kerala this is the case every time, and every time, without failure, we are given a raw deal.

I am sorry to state in this august House that successive Central Governments have not considered the demands of the State of Kerala. May be because it is in the far south, the Government has not considered the demands of the State properly. We, all the Members from Kerala, have repeatedly pointed out some of the major demands of our State.

Sir, one of the most important demands of our State regarding railway development in Kerala is the doubling of Ernakulam-Kayamkulam railway portion *via* Kottayam, which happens to be my constituency, and Alappuzha. All through, the stand of the Railways has been that since there is a line through Alleppey which itself is a double line, there is no need for doubling this portion. It was only two or three years ago, the Railways accepted, in principle, that this portion should be doubled.

Now, as the Railway Minister very well knows.
...(Interruptions) Sir, I seek your indulgence.

MR. SPEAKER: Yes, I wish you had been here.

SHRI SURESH KURUP: Sir, the portion from Ernakulam to Mulanthiruppi has already been doubled and from the southern side, the former Railway Minister had declared that the portion from Kayamkulam to Chenganoor would also be doubled. On the Alleppey side also, the former Railway Minister had declared that the portion from Kayamkulam to Chepad should also be doubled. The State of Kerala will get the benefits of full utilisation of Konkan Railway only after doubling of these two portions. This is the pathetic situation of Kerala.

Sir, for doubling of the short portion from Shoranur to Mangalore, provision is included in the Budget. That doubling work is being done. Then, the portion from Kayamkulam to Thiruvananthapuram has already been doubled and only this short portion remains to be doubled. So, my urgent plea is that the Railway Minister should take into consideration this most important demand of Kerala and provision should be included in the Budget for doubling this portion and also sufficient money should be provided for the electrification of this line.

Sir, the Railways announces new trains every year.
...(Interruptions)

SHRI P.C. THOMAS (Muvattupuzha): Sir, this is a very important aspect.

MR. SPEAKER: Please do not interrupt. He has not yielded.

SHRI P.C. THOMAS: Sir, the hon. Railway Minister has left.

MR. SPEAKER: Minister of State for Railways is there. Please take your seat.

SHRI SURESH KURUP: Sir, every year the Railways announced new trains. But what is the situation of the coaches in the trains, which are already plying? Our State, I think, is the most neglected part of our country as far as Railway coaches are concerned. We get all the dilapidated coaches. One of the most important demand of our State is that Kerala should be given a Railway Zone. When Kerala demands a Railway Zone, then Planning Commission comes in saying that there is no provision. But last year nine zones were announced

without having any sanction from anywhere and all those zones are there.

MR. SPEAKER: Do you want such a zone?

SHRI SURESH KURUP: Sir, we demand that whatever development in Railways is there, Kerala should have a Railway Zone. That is a long standing demand of our State. I urge upon the Government that this time a Railway Zone should be allowed to the State of Kerala.

Sir, there is one train known as Maveli Express, which is plying once a week from Thiruvananthapuram to Mangalore. Our demand is that the frequency of this train should be increased. It should also be extended up to Mumbai. There is no dearth of passengers in Kerala. If the frequency of this train is increased and if it is extended up to Mumbai, it will be very helpful to the people of Kerala.

MR. SPEAKER: Shri Mohan Singh:

...(Interruptions)

MR. SPEAKER: Hon. members will only speak when they are recognized by the Chair.

...(Interruptions)

SHRI K. FRANCIS GEORGE (Idukki): Sir, I may be given time to speak please. ...(Interruptions)

MR. SPEAKER: Please take your seat. You are only encroaching upon other Member's time.

[Translation]

SHRI MOHAN SINGH (Deoria): Mr. Speaker, Sir, I am sorry that I was not present in the House earlier when you called my name.

Sir, I want to give some suggestions to hon'ble Railway Minister in brief. Officers of Railway Department have developed a habit to constitute a corporation to achieve their vested interests. In every six months a corporation is constituted. In the name of taking austerity measures, retrenchment is being done among the lower staff and no new recruitment is being made. However, the officers of railways are increasing the expenses of the Department by constituting such corporations and by making recruitments of peon, servant, driver etc. and by purchasing vehicles for these corporations.

[Shri Mohan Singh]

Sir, my first and foremost request to hon'ble Railway Minister is to review the functioning of all such Corporations and to abolish those Corporation which are redundant and have been set up just to fulfil the vested interests of the officers. Secondly, I would like to mention about Catering Corporation which was constituted in a haste. Reviewing of this Corporation should be made to assess the works done by it in respect of catering for the last three years, that is, since its inception. Some prominent people have established monopoly on catering in the name of privatization. Railway should not be a means of earning for some special families. Decentralization of catering must be undertaken. Hon'ble Finance Minister in his budget speech has mentioned about the book stalls at railway stations. The issue of wheeler company has been raised time and again in the House but none of the Railway Ministers had courage to end its monopoly. This time the Hon'ble Railway Minister has accepted this challenge for which I wish him good luck. I wish he could accomplish this task.

Sir, an incident spoiled the entire atmosphere of the country and that incident is of Godhara. The true picture, of Godhara incident should be presented before the people of the country. How many passengers were travelling in the bogie which was set on fire that day and how many passengers were thrown out of the trains? How the bogie caught fire? I request the hon'ble Minister that all the facts behind that conspiracy should be placed before the people of the country.

Besides, I want to state that Uttar Pradesh has not got the kind of treatment that was expected in this budget. We were hopeful that as 3-4 Railway Ministers have been from Bihar and most of the trains go to Bihar via Uttar Pradesh, so Uttar Pradesh will get its due share automatically. Hon'ble Minister should pay attention for the gauge conversion from Kaptangaj to Chhapra and from Gonda to Gorakhpur and to double the Chhapra-Gorakhpur-Gonda railway line and the electrification of Lucknow-Gorakhpur railway line.

Since I am a very disciplined member of the House and you have raised the bell, I do not want to disobey you. Therefore, I conclude my speech.

[English]

MR. SPEAKER: It is my first warning. You can take one more minute.

[Translation]

SHRI MOHAN SINGH: I would like to give one more suggestion to hon'ble Minister in a minute. A sensitive

approach is shown in the budget. He has mentioned that the poor people working at railway station would be provided Rs. 500 as age old pension. He has also mentioned about insurance cover to them. Before that none of the Railway Ministers has thought in this regard. I would also like to submit that the catering facilities are available at Class-I railway stations, but at the same time such facilities should also be made available at Class-II, Class-B and Class-C railway stations alongwith other facilities.

In the end, I would like to make a very small demand of my parliamentary constituency. Foundation stone for the construction of an over-bridge in my parliamentary constituency has been laid but after the change in the Government, Railway Department did not pay attention towards this overbridge which is the main problem of people of Deoria. I would like to request the hon'ble Minister personally to complete the construction of overbridge and to provide reservation facility at Deoria railway station alongwith its modernization and expansion.

With these words, I conclude my speech.

[English]

MR. SPEAKER: Hon. Members, I have an announcement to make. Please.

...(Interruptions)

SHRI K. FRANCIS GEORGE: Mr. Speaker, Sir, a few minutes ago when there was shouting in the House, you directed us to lay our speeches. We thought that you were going to adjourn the House. But now, the House is in order. The House has taken up discussion on the Railway Budget. Will those of us who have laid their speeches be recalled? Some of those new hon. Members who want to make their maiden speech regarding Shri Lalu's Railway Budget, are also being robbed of their chances to speak.

SHRI A. KRISHNASWAMY: I associate myself with the hon. Member. ...(Interruptions)

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

...(Interruptions)

MR. SPEAKER: Those hon. Members who have already submitted their written speeches or statements, which have already been taken on record, I am sorry,

they cannot be given any opportunity. But, we shall remember them subsequently.

...(Interruptions)

MR. SPEAKER: Ms. Mehbooba Mufti.

...(Interruptions)

MR. SPEAKER: There should be an end to it. I have called the hon. member. Please co-operate. You want to listen to the hon. Minister also. We have lost a lot of time. Please co-operate.

...(Interruptions)

MR. SPEAKER: I have given my decision. Ms. Mehbooba Mufti.

...(Interruptions)

MR. SPEAKER: Hon. Members, please take your seats. I have made an announcement. It is not possible, please.

...(Interruptions)

MR. SPEAKER: Nothing else except what Ms. Mehbooba Mufti says will go on record.

...(Interruptions)*

MS. MEHBOOBA MUFTI (Anantanag): Mr. Speaker, Sir, I would like to compliment Shri Laluji for presenting this people-friendly Budget.

[Translation]

Though the fares of every mode of transportation are increasing day by day.

[English]

Keeping the fares under check. I think, is itself an achievement. I also appreciate his concern for the welfare of common passengers, be it people living in the rural areas, elderly people, handicapped or sick, and, I think, this speaks volumes about his grass-root connections. He has not forgotten about the coolies, vendors and labourers who are associated with the Railways.

I also appreciate his emphasis on gradual introduction of modern toilets, which is very much awaited. I think, it is going to help us in removing the stink, bringing in more hygiene and at the same time making it more secure, and also going to give fillip to the international tourism.

[Translation]

Sir, I would request Laluji, so far as security is concerned, such accident prone areas should be identified which are the most vulnerable parts and such areas should be upgraded and modernised on priority basis.

[English]

kulhad and *khadi* are something very welcome. If we have to make *kulhad* a success and if we want to make it more acceptable among the masses, the shape of 50 years old *Kulhad* is required to change.

[Translation]

Its finishing should be improved. People would like to use it only when its quality is improved. Otherwise it their would be no use of it.

[English]

About Emergency, people have reservations. But as a student, I had one good experience about it. That is, what I was a student.

[Translation]

I got a chance to travel by train during emergency and found the railway stations in good condition. Railway stations were cleared and punctuality and security was there. A girl could have travelled alone.

[English]

We have a set up in the Railways, which can ensure *safai* and at the same time punctuality.

[Translation]

I would request Shri Laluji to take strong action to restore all these things. I am not talking about emergency but the same atmosphere should be created again in the railways. Now I would like to talk about my own State Jammu and Kashmir.

[English]

First of all, I would like to express my deep sorrow on the killing of the young Railway Engineer and his young brother. My heart goes out to the bereaved families. I do not have any words to console his ailing mother or his young wife, Renu or his elderly father.

[Translation]

In our religion it is said that if some untoward incident takes place on the way with the person who moves out

*Not recorded.

[Ms. Mehbooba Mufti]

of his house for earning something to meet the both ends for his wife and children if he does not return home, he may be awarded the recognition of a martyr. The Engineers like Shri Sudhir were in the field not for his family but for earning bread for thousands of families of Jammu and Kashmir. He will get that status here and there too.

Railways in Jammu and Kashmir was one of the dreams of Indiraji. Unfortunately, fulfilment of her this dream took a very long period. There were many reasons behind this. I am happy and will not hesitate in telling that for the last two years since our coalition Government have come into power, Shri Vajpayeeji and Shri Nitishji have shown special interest in this matter. During their tenure coalition Government have done lot of works in the last two years. They have sought the solutions for all the problems, prevalent there. For the first time, the people of Jammu and Kashmir felt that trains of our country will soon arrive in Jammu & Kashmir.

In vote-on-Account presented this year, Rs. 1000 crore were earmarked for this project out of which Rs. 300 crore have already been spent. From some sources I have come to know that perhaps less than Rs. 1000 crore have been earmarked for this project this year. I would like to request Laluji that your project has played a major role in the improvement of the condition in Jammu & Kashmir because there is unemployment at large scale in my State. Thousands of people have got employment due to this railway project, hence, if the works in this railway project are stopped or if the speed is slowed down, it will not leave a good message. Therefore, I would like to request that this railway project may be carried on with full speed.

My second request is that, earlier the Vijlganj-Baramulla part of this railway project was stated to be completed in December 2005, but unfortunately, it is being said that it will be completed in July, 2006 which is a matter of concern for us. We do not want any more delay in the project. As Laluji has announced about recruitment for twenty thousand posts, for the post of gangman or trackman, I would like to remind him that when Nitish Kumarji had visited Kashmir during his tenure, some small Zamindars had met him. They had told him that they are deprived of their lands which used to provide them livelihood and nothing had been left with them. Keeping in view their problem, he had promised the people there that those people who will have to lose their livelihood due to laying down of railway track, each of them would be given a job in the railway. I hope Laluji will definitely keep his promise.

I had already request that the railway line which is upto Baramulla till now, I hope if God wishes, Mujaffarabad route will be opened at the earliest. Therefore, I wish that arrangements be made to extend that railway line upto Uri. This is another important thing.

Jammu and Kashmir State is important from tourist point of view. As on date 60 lakh pilgrims have visited Vaishno Devi this year and lacs of people intend to go for Amamath Yatra. Besides, there has been high increase in the number of tourist this year. The tracks which are being laid there, Laluji must be knowing and he will talk to the engineers, about the large number of tunnels to be constructed from Jammu to Kashmir. Diesel engine will create pollution to a large extent. I am not saying that electric engines or electric trains be provided immediately. But I would like to request Laluji to make provision for that in this year's budget so that the train which goes to Jammu and Kashmir.

[English]

We can switch it to the electric mode.

[Translation]

within 5-6 years. Otherwise, our tourism will be immensely affected.

Besides, I would also like to request Laluji, he might get information himself, that there is demand of side links in our State. We want that if the train is proposed to be started for Katra or some other place now, demand for its link may also be fulfilled so that each of our districts might be linked by railways in the coming time.

Once again I would like to congratulate Laluji for presenting the people friendly budget.

[English]

MR. SPEAKER: I wish to compliment you on your speech.

[Translation]

*SHRI HARISHCHANDRA CHAVAN (Malegaon): Sir, the survey work of Manmad-Nardana railway line has been completed and there is a need to make the budgetary provision in this Railway Budget to lay the Railway line. Similarly, the survey of Pune-Surat Railway line has also been done and there is a need to make budgetary allocation in this budget for laying this railway

*Speech was laid on the Table.

line. There is also a need to introduce a super fast train between Manmad and Mumbai. There is also a need to change the time and place of departure of the train running between Manmad and Kuria.

SHRIMATI MANEKA GANDHI (Pilibhit): I thank you for giving me this opportunity to speak.

Firstly, I would like to thank the hon. Minister who, upon my asking, has asked for a re-evaluation of the survey to give a broad gauge line to Bhojipura, Pilibhit and Tanakpur, and to give a survey for the next broad gauge line which is Lucknow to Bareilly *via* Sitapur, Lakhimpur and Pilibhit. I would like to thank him for that.

However, this brings me to another point.
...(Interruptions)

MR. SPEAKER: You carry on.

...(Interruptions)

MR. SPEAKER: Please do not interrupt her. Every hon. Member has important points to make. Please do not disturb. There is nobody to speak for my constituency.

SHRIMATI MANEKA GANDHI: This brings me to my main point that why an area that produces the largest amount of sugarcane, wheat and rice in India, and which has a large amount of agricultural goods to transport and paying passengers—which is not what I can say for many other States—should not be connected half a century later with the rest of India through a broad gauge line? Unfortunately, the current Minister's predecessor declared these two lines non-viable even though only 30 kilometres were needed to connect them. This brings me to the point of how these surveys are done. Would Pilibhit, for instance, have less passengers and less freight than all these small places in Bihar like Sasaram, Nokha, Saharsa, Madhepura and Muzaffarnagar, all of whom now have 2-3 lines connected to them and there are more trains coming. We, for one, have paying passengers, which is not what the record shows of many of the towns in Bihar.

But the economic surveys for the last so many years have been done in such a way that they benefit only the area of whoever the current Minister is. Unfortunately, the Ministers in the last 10 years have come mainly from Bihar and West Bengal. Now they found the lines in their own States only viable, and the economic surveys done by the Ministry of Railways only found those viable.

The only other people to get them are those who are either politically or personally extremely useful to them. I would like the whole business of surveys, economic or otherwise, handed over to a professional body which could do them dispassionately. I am surprised that most of these lines that have been agreed to in the last five or six years and even in this Budget which is basically an extension of the Interim Budget of the NDA, have been found by the Planning Commission as non-viable because they get non-paying passengers and certainly no freight at all.

It would be easy for me to talk about *kulhar*, *khadi*, *mattha*, *lassi* and station book shops for the unemployed, all of which seem to have hijacked public opinion in this Budget. However I do not want to say much about them at this point even though *kulhar* is not as simple as it sounds since it would destroy agricultural land. What I would like to say is that the Railways need to concentrate less on book shops and *khadi* and less on peripherals but more on what is their core competence: running trains safely, economically and on time. One extremely important mechanism that has been let out but was needed to all these three things is creation of a rail tariff regulatory body. This has again been left out.

The Railways carry passengers and freight in the whole of India but India is a diverse country where we cannot have the same rates for Delhi and also for Bihar. The Railways are losing their market share because they do not adjust their prices according to the area in which they operate, either for freight or for passengers. No one band could be used for the whole country. Now, since a mechanism has come up to regulate oil prices, why could we not have a regulatory authority for fixing these rates according to the needs of specific areas in the whole of India?

Railway is one of the most efficient and sound method of travel. The energy consumption for trains is 440 joules per kg per kilometre while for trucks it is 1,836 joules per kg per kilometre. So, the energy consumption for trucks is four times larger but yet the market share of the Railways has gone down from 82 per cent in 1970 to less than forty per cent now. This is because for thirty years the Railways have been cross-subsidising passenger fares with freight fares. They have been doing this because it is the passenger who votes but freight companies do not vote. Thus, they have been making it difficult for freight to be loaded. Today, the average rate per passenger per kilometre paid by the passenger is less than two-thirds of what it costs per passenger. ... (Interruptions)

MR. SPEAKER: I have allowed you three minutes. You can take one more minute.

SHRIMATI MANEKA GANDHI: Sir, I will leave out the whole issue of security. I am sure someone else will deal with it.

The Railways are supposed to be earning money for the Government. This year, they have taken market borrowings of Rs. 2,300 crore. I would like to know, in the face of such heavy debt repayment, how are they going to earn money for India? How will the Railways earn money for the Government?

Thank you very much for giving me this opportunity.

MR. SPEAKER: Thank you very much for your kind co-operation.

MR. SPEAKER: Next, Shri Prabodh Panda. I would allow you to take four minutes.

SHRI PRABODH PANDA (Midnapore): Hon. Speaker, Sir, I broadly endorse the Railway Budget of the UPA Government.

The Railway Budget presented by hon. Minister Shri Lalu Prasad has distinguished itself by giving the indication as mapped out by the Common Minimum Programme. It reflects the concerns of the people, not the will of the corporate sector and hence, it might, to some extent, bewilder them.

The Budget aims at 273 kilometres of new lines, 1,000 kilometres of conversion to broad gauge, 375 kilometres of route electrification and 381 kilometres of doubling during 2004-05. This is more than in any year during the NDA regime. I must admit it. This would be done without any increase in passenger fares or freight rates and there would be only marginal increase in parcel rates and booking charges.

Fare concessions have been offered to war widows, persons accompanying the physically and visually challenged, haemophilic patients, and spouses of porters and staff.

The Budget also aims at providing shelters to the porters, introduction of 15 new Express trains and 17 Sampark Kranti trains, to clear the backlog of filling up the vacancies reserved for Scheduled Castes and Scheduled Tribes, and also about free travel facilities to unemployed youths. All these are positive aspects in the Railway Budget.

I appreciate the innovative measures which the hon. Minister of Railways has taken. He has proposed introduction of *kulhads* and the proposal to use handloom and khadi for linen and furnishing in the Railways. I welcome the idea of recycling the scraps. All these aspects have distinguished this Budget and I must say that it demarcated itself from the earlier Railway Budgets of the former NDA Government.

But, Sir, there are also some grey areas which need to be addressed. Regarding the matter of recruitment, what about filling up all the vacancies lying the Railways so far? Till today, the downsizing continues in the Railways. The figure shows that in the year 1998-99 the total number of Group A, Group B, Group C and Group D, taken together was 15,78,000 and it has declined to the tune of 14,71,000 in the year 2002-03. So, the downsizing is continuing in the Railways. This point has not been addressed in the hon. Minister's Railway Budget.

The hon. Minister must be knowing it better that a number of Homeopathic and Ayurvedic doctors are working in the Railways. They are not regularised. The other staff, even the sweepers working under them have been regularised, but the Homeopathic and Ayurvedic doctors have not been regularised. They are in small numbers and, I think, the total number is roughly 124 only. So, I appeal to the hon. Minister to absorb all these Homeopathic and Ayurvedic doctors.

I am coming to the very important point of land management. Lands have been identified to lease out to IOC on nominal charges for plantation of bio-diesel projects. I am not opposing it. This is a very good step. This is innovative and I welcome it. But there are so many vacant Railway lands which are there. I can cite the example of Railway lands in Kharagpur. A lot of Railway lands are lying vacant. I appeal to the hon. Minister to lease out all the lands to the slum people.

Sir, in the Common Minimum Programme it is mentioned that no evictions will be made. However, more than 5,000 people in the Railway area of Kharagpur are under the threat of evictions. So, my appeal is that please make a provision to lease out the Railway lands for rehabilitation of these slum people.

Now, I thank the hon. Minister for introducing Express trains. But what about the local trains and passenger amenities in the suburban areas? ...*(Interruptions)* Sir, I will conclude my speech within two minutes. So, something must be done for them. ...*(Interruptions)*

Sir, I propose that two express trains—Nilanchal Express and Purushottam Express—from Puri should be extended to the northern part of our country in Punjab, that is Amritsar. Those trains may be named as Punyarthi Express as they will start from Puri and will go to Amritsar. It is very urgent and that is why I request for it.

I now come to the question of doubling. This work of doubling is very slow. There are many lines which have already been surveyed before. The hon. Minister is now again announcing for taking up some lines for surveying and updating. In my constituency, the line from Kharagpur to Midnapore via Giri Maidan has already been surveyed before. The hon. Minister has again made an announcement that he is going to get this line surveyed. I would request the hon. Minister that as the survey has been conducted, he may please take up this line for doubling in this year itself.

MR. SPEAKER: Thank you.

SHRI PRABODH PANDA: Sir, this point is very pertinent to Lalaji.

MR. SPEAKER: You just mention the point.

SHRI PRABODH PANDA: My point is that hon. Minister Shri Lalu Prasad is very fond of betel leaves—*pan*. He loves them very much. But the betel leaf growers are facing troubles as they are not able to transport the betel leaves. Recently an instruction has been issued that at the railway stations where the stoppage of trains is scheduled for less than five minutes, the betel leaf growers are not allowed to transport the betel leaves. I would request the hon. Minister to withdraw such instructions so that the betel leaf growers can avail of these facilities.

Sir, I have more points to submit. But since the time is short, I conclude here and I would once again request the hon. Minister to kindly ponder over the requests made by me and to take action.

MR. SPEAKER: Thank you very much. Shri Abdul Rashid Shaheen to speak now.

[Translation]

SHRI ABDUL RASHID SHAHEEN (Baramulla): Mr. Speaker, Sir, the Budget presented in this House by Hon'ble Minister has been highly commended and it is really praiseworthy. There are problems with so many

people belonging to low income group, there are people who work in railways, the Hon'ble Minister has addressed their cases very efficiently. Some people have some apprehensions as well. Alongwith those apprehensions I would like to draw the kind attention of Hon'ble Minister towards prestigious national projects of Kashmir. It has such a prestigious project which will set an example in the world. In the valley where we used to go to Jammu by bullock cart by road and during a Constituent Assembly Session a Member of the Assembly had said "I want to tell those friends who have apprehensions about this road that we will construct a road traversing Banihal". On the completion of construction work of Jawahar tunnel, a new wave spread throughout the country that Kashmir has been connected to the world. But for this project for which the Government have provided a remarkable help I would like to request the present Hon'ble Minister that the people of this nation have great expectations from him especially for Kashmir, to address to apprehensions about this project in the hearts of Kashmiri people.

16.58 hrs.

[SHRI DEVENDRA PRASAD YADAV in the Chair]

This project consists of three parts. First one is from Jammu to Udhampur which is there for the last 25 years. Mrs. Indra Gandhi had launched this project in 1983. Today it is expected that it will be inaugurated because it has been pending. There are apprehensions associated with this among the public also which compel us to think about the shortfalls in this project which come in the way of its inauguration. The second part of this project which is beyond Udhampur is to lay tracks in 142 Kilometers from under the mountains. It is very important to address the problem of this area.

I would like to congratulate those engineers who have endeavoured to carry on this project, from Qazigund to Baramulla, despite violence and difficulties and have achieved success to a great extent. All the same there is a problem concerning this and that is Kashmir Valley has been divided into two parts because of railway track. An elevation of eleven meter high road has been created which will be creating an ecological problem in one part of the valley. Therefore, I would like to request Hon'ble Minister to pay attention towards this problem today onwards so that no problems arise in future. Unless the construction of railway track from Udhampur to Qazigund is expedited, nothing special benefit will come out of this 290 kilometer project rather problems will be more complicated. I would strongly like to request you that as

[Shri Abdul Rashid Shaheen]

per information, there are enough funds for this project, there is no dearth of money but at the same time an administrative supervision is also required. Recently a tragic incident of security lapse took place wherein one engineer and his brother were killed. This is a matter of repentance for which we express extreme regret. I would like to say that security is needed in those areas. This should be addressed first so that such problems may not arise in future. I would say that at least the work of laying the track between Baramulla and Kupwara be completed during the Hon'ble Minister's tenure. But no amount has been allocated in this budget for this work. I would like to request that allocation be made for this in the budget. This belt of Kupwara is the largest marble belt in the country therefore, there is need to connect this. Simultaneously, I would like to say that the people whose lands have been utilised for laying the track are not paid compensation. Attempt to provide compensation to those people should be made by this Government.

With these words, I would like to thank Hon'ble Minister, for taking up the work of linking Kashmir with Railways which was initiated by Maharana Pratap in 1828. Scot and Company's name is there in the annals of history for this work. The names of these engineers and ERCON organisation would go down in the annals of history as they have put in a good show in the implementation of this project.

[English]

*SHRI SUNIL KHAN (Durgapur): I congratulate Hon'ble Railway Minister for presenting the Railway Budget for the year 2004-2005.

I welcome the Railway Minister for not increasing the passenger fare and the freight charges.

I would like to know the long pending demands of West Bengal though a maximum number of projects you have taken up but the remaining projects should be completed. You have already assured that the Bankura—Damodar River Railway Project first phase that is from Bankura to Sonamukhi will be completed with January 2005.

Sir, the first train will start from Bankura to Sonamukhi on 14th January 2005 but I am every doubt that the construction of Gandheswari Bridge will be completed or not.

*Speech was laid on the Table.

In this connection I would like to enlightened you regarding the bifurcation of the route from Beliatore Station (BDR) to Durgapur Railway Station which is hardly 20 KM if it is surveyed immediately and it will be taken after the completion of Sonamukhi to Chachai within 2006, it will help a lot to the people of South India to North East and it will be the gate way of South India to North East and the route will be the shortest route to go to Darjeeling and Assam.

I suggest to the extension Raniganj Durlapur line. Presently, this line is meant to bring coal to Mejra Thermal Power Station from Raniganj. If the line be extended upto Bankura, it will be the shortest route to enable bring coal from Raniganj to Haldia. This will also bring revenue to Railway from passengers and will help in developing the Bankura district as a whole. Durgapur Station need some developments too. It is transformed into model Station. Considering number of industrial units at Durgapur it is suggested that one first passenger must be introduced in between Durgapur to Howrah because heavy rush in the morning trains. Specially the pension holders can not board on the trains. One more computer reservation counter is necessary because of the wait-listed passengers.

The platform of Rajbander Station of Eastern Railway needs to uplifted for passenger. As you are aware that some oil companies installed their set up. Similarly halt station needs to be augmented at Kondaipur, in between Mankar and Paraj Station to help the villagers from at least 12 villages to take the agricultural products to the market. Another halt station is needed at Khano Chanditola in between Galsi and Khana Junction.

I would like to say that Sealdah—Samastipur 1st passenger should have one AC and two boggles should be introduced due heavy rush or passenger from to Samastipur.

I appeal to you the amenities of the passenger specially from Andal to Burdwan are not taken care of from railway Police. Specially in passenger train Coal and Slag of steel are carried by the mafia.

So, I request you to please do the needful of the passengers amenities.

[Translation]

*SHRI SUBHASH SURESHCHANDRA DESHMUKH (Sholapur): I would like to put forward some of the

*Speech was laid on the Table.

demands of the people of my constituency to be included in this year's Railway Budget.

There is a need to extend the Sholapur-Pune Hutatma Express upto Kalyan. Similarly doubling of Mohad-Bhigwan Railway line should be done. There is also a need to clear the proposals of constructing the railway under bridges between Pune and Sholapur. There is also a need to construct level crossings at all the Railway Crossings lying between Sholapur and Pune and also to man them.

There is a need to set up a new railway station in Sholapur (Jule Sholapur). There is also a need to introduce a new train between Sholapur and Nagpur.

*SHRI SURESH CHANDEL (Hamirpur, H.P.): Sir, I express my gratitude to you for giving me an opportunity to speak on Rail Budget.

Rail Budget a directionless Budget

Sir, this is the maiden rail budget of Shri Lalu Prasad. This is a directionless budget. There is no mention in the budget about the source of funds required for the development works announced in the budget. Hon'ble Railway Minister has himself accepted that development has taken place in Railways during the past few years.

Repetition of old announcements

Sir, out of the 32 new trains announced in the budget, 17 Sampark Kranti Express trains were announced by the Railway Minister of NDA Government Shri Nitish Kumar last year.

Some steps have been taken in Public interest

Sir, Railway Minister has claimed that this is common man's budget. No increase has been made in the fare rather 50% at some places 75% concession in the fare has been given to sick, disabled passengers and passenger accompanying them. No fare will be charged from the youths going to appear in job interviews. Now, under the new book stall policy, book stalls at railway stations and platforms will be allotted to unemployed youth and their unions. All these facilities were required, therefore, the announcements made by him for the poor and backwards people are appropriate.

*Speech was laid on the Table.

Populist budget but no solution for the challenges posed before the country

Sir, all the announcements made in the budget are populist. There is nothing new in them. The two major challenges posed before the Railway Minister are: Would he be able to make railways safe, efficient and economical and secondly, will there be any improvement in the finances of railways. However, budget is silent on all these issues though these are the main issues.

Indian Railway has become bankrupt

Sir, Indian Railway has become bankrupt. Half of its earning is spent on paying salaries and pension. In the coming 2-3 years, number of pensioners would reach to such an extent that the ratio between pensioners and serving employee would become 1:1. That means the number of railway employees would be equal to the number of pensioners.

Equal proportion between Pensioners and in Service employees

Sir, besides salaries and pension, over-staffing, incapability, insufficient and faulty system, Sub-Standard infrastructure and over load on railway lines are the problems due to which railways is suffering heavy losses. Because of all these problems railway has now reached to a situation where it cannot move a step without government's support. Hon'ble Railway Minister has to take some hard decisions if he wants to change the present condition of the railways.

Sir, now through you, I would like to draw the attention of the hon'ble Railway Minister towards the in-discrimination meted out to my Parliamentary Constituency and Himachal Pradesh in respect of railways. For the past 6-7 years I have been requesting for the extension and development of railways in Himachal Pradesh. However, I am sorry to say that name of the railway ministers has done justice to Himachal Pradesh in respect of railways.

Compelling peace-loving people of Himachal Pradesh to turn to the path of violence

Sir, the negligible development of railways in Himachal Pradesh has compelled the people of their area to think that the Government is taking undue advantage of their being simple and peace-loving and is compelling them to indulge in militancy just like Jammu & Kashmir. Inadequate development of railways is the main reason for the

[Shri Suresh Chandel]

militancy in Jammu & Kashmir, that's why the railway line between Jammu and Srinagar is being laid on priority basis. Similarly, Himachal Pradesh should also be given priority for the development and expansion of railways so that a message should go to the people of Himachal Pradesh that the Railway Minister cares them and actually wants to provide railway facilities to the people of hilly, backward and border areas.

Promoting the use of Kullarhs, Khadi and Matha is a right step

Sir, in order to promote the Gandhian ideology, hon'ble Railway Minister has replaced the plastic and thermocol cups with Kullarhs for the upliftment of lakhs and crores of poor potters. To generate employment opportunities for lakhs of weavers rendered jobless, he has promoted the use of Khadi in railways. Hence in a true sense he has taken steps in the interests of poor and rural people. This will give impetus to cottage industry which is at present in pitiable condition in the name of modernization. I am sure that by introducing more bogies with refrigeration facility for transporting vegetables from State capitals to Delhi and providing carriage facilities for transportation of vegetables, vegetable growers would be benefited. Matha will also be available at railway stations and platforms. This is also a good step.

Railways is the pollution-free means of transport.

Sir, Railways is the economical and best pollution-free means of transport. The expansion of railways is in the interest of nation. Extension of railway lines will check the cutting of trees in hilly areas and maintain the ecological balance. Expansion of railways would be eco-friendly.

Injustice was done to Himachal Pradesh in respect of development of railways

Sir, I hail from Hamirpur district of Himachal Pradesh. Himachal Pradesh is a backward hilly area situated on the border. Since our independence, no progress has been made in Himachal Pradesh. Railway lines in this State dates back from the times of Britishers. During 56 years of independence, railway has made significant progress all over the country and if we assess the share of Himachal Pradesh on this basis, it counts in billion and billions of rupees with which railway network could have been developed in Himachal Pradesh. However, neither the previous Government nor the present Railway Minister paid attention towards it. A proper network of

railways should be laid in Himachal Pradesh. This would give impetus to tourism in Himachal Pradesh and facilitate the transportation of minerals and rare herbs to various cities.

Sir, through the hon'ble Railway Minister and this House, I would like to bring to the notice of entire country as to why the expansion and development of railway network in Himachal Pradesh is essential:

1. Development of railways is essential here for the transportation of fruits and off-seasoned vegetables of the areas;
2. Expansion of railways in Himachal Pradesh is essential from the point of view of social development;
3. From strategic point of view also, the development and expansion of railways is essential in Himachal Pradesh;
4. To promote tourism in Himachal Pradesh, development of railways is essential there;
5. Only two railway lines were approved for Himachal Pradesh after independence, therefore, the entire development of railway is essential there;
6. For overall industrial development of the State, Railways network is essential there;
7. Trains are required for the development and expansion of Cement Companies in Himachal Pradesh;
8. For the welfare of displaced people of Bhakhra Dam, expansion of railways is essential there.

Una-Nangal-Talwara railway line

Sir, the survey for Una-Nangal-Talwara rail line was completed in 1973. Since then construction work on this rail line is going on and today when I am speaking in the House in this regard, 31 years have passed since its construction was started, however, only 33 km. line has been laid so far. Traffic has started on Churdu-Takrala railway line. The pace of the progress of this line is so slow that you would be surprised to know that one km. line has been completed in one year. If the work on this line continues with this speed, it will take another 50 years to complete this project.

Sir, I would like to bring to your notice that an expenditure of Rs. 210 crores is to be incurred on laying

of this 112.9 km. of rail line. Only 81.47 crore rupees have been spent in the last 31 years and 117.53 lakh rupees are still to be spent. This year 11 crore rupees have been proposed for the construction of this line. If the work continues with such a slow pace and such a low amount would be allocated, neither the hon'ble Minister nor I would be there to inaugurate this line. Therefore, I request to expedite the construction of this railway line. At least 80 crore rupees may be allocated this year for the construction of this line and a time-bound programme should be formulated in this regard.

Extension of this line upto Manali would not only increase tourism but facilitate the transportation of machinery for power projects and employees working there which in turn would increase revenue of railways.

Construction of Bilaspur-Bhanupalli-Rampur Railway Line

Sir, a survey was conducted for the construction of Bilaspur-Bhanupalli-Rampur railway line a long time back and over the last few years Satluj Valley Railway Corporation was set up in which contribution of railways ministry was supposed to be 50 percent, Himachal Pradesh Government's 25 percent and private cement factories share was 25 percent but there has been no progress in this regard. It is my request that this railway line should be constructed by setting up a corporation on the lines of Konkan Valley Railway Corporation. The construction of this line would link Rampur and its nearby areas situated above Simla district directly with the railways which would facilitate the movement of apples, dry fruits and vegetables of the farmers of that area.

Construction of Railway Line to Jwala Devi via Ranital

Sir, as I have said Himachal Pradesh is the ancient historic land of gods and goddesses. Lakhs of pilgrims visit Jwala Devi situated in Kangra district of my constituency and they have to face lots of problems due to lack of railways. There is a railway line from Pathankot to Jogendra Nagar. If a railway line is constructed to link Jwala Devi covering the 16 km. distance via Ranital and then Jwala Devi is linked to Dhyotsiddh, another ancient religious place then not only the old, disabled and women pilgrims would have the benefit of darshan of gods and goddesses but the railways would also earn a lot of revenue and increase the tourism in Himachal Pradesh.

Construction of 20 Km. railway line from Anandpur Sahib to Naina Devi

Sir, Shri Naina Devi situated in Bilaspur district of Himachal Pradesh is an ancient religious place. The

Railways would earn a lot of revenue if 20 km. long railway line is laid to link Anandpur Sahib to Naina Devi. Almost 8 lakh pilgrims visit Shri Naina Devi annually as per an estimate.

Important and necessary suggestions for the consideration of the Railway Minister

Sir, as time is running out, I want to give following suggestions. I request the hon. Railway Minister to consider these suggestions seriously and include these while replying to railway budget.

Sir, I oppose this budget but I would be very happy if hon. Railway Minister Shri Lalu Prasad ji would accept my suggestions and make provisions in the budget for their implementation.

1. The budget of Oona-Nangal-Tawlada railway line should be increased upto 80 crore rupees and the construction work should be completed within a time bound programme.
2. The railway line from Parwanu to Dadla should be constructed soon.
3. Pathankot-Jagendranagar, Kangra Valley Express should be converted into broad gauge from narrow gauge.
4. Bilaspur-Bhanupalli-Rampur railway line should be constructed on the lines of Konkan Valley Railway Construction Corporation.
5. 16 km. railway line should be constructed to Jwala Devi via Ranital. It should be extended upto Dyotsiddha.
6. 20 km. railway line should be constructed from Anandpur Shaib to Shri Naina Devi.
7. A railway should be constructed from Kalka to Nalagarh of Himachal Pradesh.
8. Dehradun-Paonto Sahib-Yamuna Nagar Railway line should be constructed.
9. Railway crossings should be constructed at Nandpur, Bhatoli and Trippal on Pathankot-Jogendra Nagar Narrow gauge railway line.
10. Goods like foodgrains, sugar, kerosene, woods and coal reaching Himachal Pradesh should be unloaded at Rai Maihatpur on Nangal railway station of Himachal Pradesh instead of Keeratpur Sahib railway station.

Sir, once again I thank you and conclude my speech.

*SHRI PUSP JAIN (Pali): Sir, Rajasthan has been discriminated again in the present budget. Several railway projects are lying pending in Rajasthan for years together. Bar-Bilada railway lines construction work has been lying pending for years which needs to be initiated soon.

Sir, trains from Chennai to Jodhpur and Bangalore to Jodhpur should be run every day of the week. There is always a rush of passengers on these routes. Waiting list goes upto 400 to 500. Passengers face lots of problems.

I want to draw the attention of the Government towards the fact that Pali is a district headquarters. Pali is an industrial town, there is a big trade of textiles over there, thousands of people visit several cities of the country from Pali everyday but unfortunately there is no train for Delhi or Jaipur from Pali city. Therefore, I request the Government to arrange for trains from Pali headquarters to Delhi and Jaipur.

Sir, Sojat Road-Marwar junctions, Rani Station, Somesar, Jawai Bandh, Nana etc. are every important railway stations. Thousands of passengers commute everyday but long distance trains do not stop at above mentioned railway stations whereas 65 to 75 percent passengers travelling from said trains reside in the nearby areas of said stations. Therefore, my request is that Jammu Tawi Express should be given stoppage at Rani Station or Somesar or Jawai Bandh.

Rajdhani Express should be given stoppage either at Marwar junction, Rani or Phalna Station. Jodhpur-Bangalore Express should be given stoppage at Somesar and Rani Station. D.M.U. should be operated from Abu road to Marwar junction. Ranakpur Express should be given stoppage at Nana station.

Sir, for the last five years there has been a demand for over bridge in Pali city. Almost 50 thousand people reside on the other side of railway line in Pali city. The common man has to face lots of problems due to lack of an over bridge. Therefore the construction of said overbridge should be sanctioned immediately.

*SHRI CHANDRABHAN SINGH (Damoh): Sir, I want to speak about the railway budget keeping in view my constituency. I thank you for giving me opportunity to speak.

Sir, the railway budget that the UPA Government has presented is not fair. Sir, Madhya Pradesh and rural and urban areas falling in new zone Jabalpur division have been neglected grossly.

Sir, I have been elected from Damoh-Panna area. The former Railway Minister announced a survey of Jabalpur-Damoh-Panna/Khajuraho railway line in my constituency and the survey has been completed.

Sir, I would like to request hon. Railway Minister Shri Lalu Prasad ji to amend the Railway Budget and include the construction of Jabalpur-Damoh-Panna or Khajuraho line that connects Lalitpur to Sangrauli line. The three most backward districts of Madhya Pradesh Damoh, Panna and Chhattarpur would benefit by the construction of these railway lines and it would reduce the distance between Jabalpur and Damoh which is 200 km. to 100 km. and it would reduce the distance between Damoh and Khajuraho, Panna which is 300 km. to 100 km.

The problems in my constituency need to be solved in public interest. Rewanchal Express which runs three days a week should be run every day. Damoh-Bina passenger which starts from Damoh at 6' in the morning and terminates at Bina at 12 o' clock should be extended upto Bhopal by converting it into an express and it should depart from Bhopal at 6 in the evening and terminate Damoh at 12 in the night.

The railway bridge on Patharia gate in Damoh has been opened but it has not been linked to Patharia road which has cut off railway school, railway hospital and legislative assembly area where lakhs of people reside. The road under the Patharia gate bridge should be opened or bridge should be linked with Patharia road.

Keeping in view the comfort of passengers STD booth at Platform number 1 of Damoh railway station should be set up soon and the retiring room should be constructed soon.

Sir, I thank you for giving me an opportunity to speak about my constituency.

[English]

*SHRIMATI D. PURANDESWARI (Bapatla): I have very contradictory and conflicting emotions—happy and bit disappointed.

The reasons for my being elated is that the Budget presented by the Railway Minister is a Budget with a human face, with no increase in passenger fares and freight charges. No change in freight rates will encourage competition with road network.

The Railway Minister has promised employment within the Railway Sector, by promising to fill up vacancies in the Railway Protection Force and by fixing Chowkidaars at unmanned railway crossings. He has also promised contracts to the rural sector in the guise of using Khadi and earthenware pots in trains. His free travel offer for Govt. job seekers, his 45% off, offer, for haemophilis and widows of soldiers killed by extremists, his 50% off, offer for escorts of deaf and dumb, only reflects the humanness of the Railway Minister. But I am bit disappointed over the raw deal given to Andhra Pradesh.

Andhra Pradesh has been given a raw deal like no new trains, no new railway lines. At least frequency of trains not given a mention (increase).

No increase in allocation of funds for the already on ground works (Railways). This confesses as to when our projects would be completed.

Secunderabad-New Delhi (Sampark Kranti Express) was already introduced by Shri Nitish Kumar—the then Railway Minister.

Not any one of the 15 new trains introduced passes through Andhra Pradesh. Only consolation is the extension of Bhubaneswar—Srikakulam Express to Vishakhapatnam. Similarly, Hyderabad—Shabani Express has been extended to Koduveli.

Vijayawada-Gudivada Bhimawaram Narsapuram-Gudivada-Machilipatnam. covering a distance of 235 kms. has only come under scrutiny for electrification. This would again take a lot of time. This has been initiated by Shri Dasari Narayana Rao (Minister for Coal & Mines).

Electrification and Doubling of lines in Andhra Pradesh not mentioned. Funds allocated for change of gauge was also done by the previous Govt. For the construction of

new railway lines 65.211 crores were allocated in the previous budget out of which only 62.01 crores have been set aside in this Budget.

For six projects revolving around change of gauge 133.90 were allocated in the previous Budget, while only 102.90 crores are given in this Budget.

The details of these projects would be submitted to the Railway Minister.

The sectors, which I feel, need special attention would be hygiene not only in the trains but also on the railway platforms. Especially when we have to go on a long train journey the condition of the toilets are deplorable.

The hawkers that enter the 2nd class compartment also needs attention, because this not only is a nuisance to the passenger but also a hindrance to security in the form of robberies.

The bed sheets and covers also need a special mention here. The bed sheets and covers are stained and one has to think twice before using these.

So, I request the hon. Minister to consider Andhra Pradesh and the grey areas.

*SHRI G.M. SIDDESWARA (Davanagere): Mr. Chairman, Sir, there has been injustice done to Karnataka State in the Railway Budget 2004-05 which was presented in this august House. We have repeatedly requested the Ministry of Railways, Government of India, to conduct survey for constructing railway line connecting very important cities like Davanagere, Chitradurga, Tumkur and others in Karnataka. But unfortunately no money has been allocated by the Railway Ministry for conducting this very important survey which is the dream of the people of my constituency for the last two decades. I am afraid that this may remain a dream and may not become a reality if the Railway Ministry ignores the interests of the people of Karnataka in the manner. I therefore once again urge upon the hon. Minister Shri Laloo Prasad Yadav to issue orders for conducting survey connecting Davanagere, Chitradurga and Tumkur without any further delay.

Davanagere is a very big and one of the fastest growing cities in Karnataka. It is not only a key business Centre but also a famous education centre, medical college, engineering college, B.Ed. college and many other technical and arts institutions are located there. The

*Speech was laid on the Table.

*Translation of the speech originally delivered in Kannada.

[Shri G.M. Siddeswara]

famous Davanagere Cotton Mills is known throughout the country. This commercial centre certainly deserves a direct Inter-city train connecting it to the capital city of Karnataka, Bangalore. At present thousands of people are travelling by bus and facing many hardships.

Renovation and modernisation of Davanagere Railway Station is another important issue to be taken by the Railway Ministry immediately. There are no proper seats at the station and even drinking water facility is poor. The people of Davanagere are hoping a lot from the new Railway Minister Shri Laluji. I hope and trust that the hon. Minister will live upto the expectations of the people of Davanagere.

There is an urgent need to construct an over bridge in Davanagere city. There is jam-packed traffic at the centre of the city. Road accidents are occurring almost every day. Pedestrians are the worst affected by the traffic jam in Davanagere city. This construction of over bridge near Moti Talkies in Davanagere should be included in this Railway Budget 2004-05 and substantial funds should be allocated for this purpose.

I believe that the Ministry of Railways and particularly the hon. Minister will give categorical assurance on the floor of this House regarding the above mentioned projects and implement all of them during the current fiscal year 2004-05.

I thank you Sir for allowing me to present my views in this Supreme Sovereign House of the country and with these words I conclude my speech.

*SHRI P.C. GADDIGOUDAR (Bagalkot): Sir, the conversion of broad gauge work of Guelag-Bijapur is under progress.

Civil work are completed from Gadag to Bagalkot and Bagalkot to Bijapur is under progress.

Hence, I hope the minister be pleased to provide sufficient fund for completion of the above mentioned work within specified period.

SHRI N.S.V. CHITTHAN (Dindigul): Mr. Chairman, Sir, I would like to thank you for having given me the opportunity to express my views on the Railway Budget.

The hon. Minister for Railways has presented his first bold and popular Budget, which is largely applauded

*Speech was laid on the Table.

by the Press and the public. The United Progressive Alliance, which is committed to the Common Minimum Programme, is wedded to the welfare of the cross-section of our community.

The Budget fulfils the objective and so, it is hailed as the poor man's Budget. It is really a tribute to our national leader, Shrimati Soina Gandhi, the ambitious architect of this Government.

Sir, so far as the Railway Budget is concerned, allocation made to Tamil Nadu for this year is very poor. It has been allotted Rs. 397.09 crore this year as against Rs. 357.56 crore during 2003-2004. For gauge conversion alone, a sum of Rs. 124 crore is allocated this year as against Rs. 90 crore allocated last year. Though I would like to thank the hon. Minister, I would also like to point out that it is quite insufficient.

Sir, with a heavy heart, I would like to express my concern that Tamil Nadu was neglected all these years. As so many new schemes are pending along with further gauge conversions, I would urge upon the hon. Minister to allocate further at least a sum of Rs. 300 crore for Tamil Nadu, while replying to the debate.

Sir, I would like to thank the hon. Minister for introducing a new service under the name 'Tamil Nadu Sampark Kranti Express' from Madurai to Delhi. I would like to request the hon. Minister to rename the service as 'Madurai Meenakshi Sampark Kranti Express'. As we all know, Goddess Meenakshi is the ruling deity of Madurai. The temple is known for its rich architecture, and has a culture of divine importance.

MR. CHAIRMAN: Shri N.S.V. Chitthan, please be brief.

SHRI N.S.V. CHITTHAN: Yes, Sir. My hometown Tirumangalam is an industrially and commercially growing city. Kappalur Industrial Estate is situated very near to my hometown. A large number of families of military personnel reside in and around Tirumangalam.

MR. CHAIRMAN: Shri N.S.V. Chitthan, please conclude.

SHRI N.S.V. CHITTHAN: Yes, Sir. I am going to conclude. The Anandapuri Express makes a stopover at Tirumangalam on its return journey. No other express train stops at Tirumangalam. So, I would request that Kanyakumari Express and Anandapuri Express should stop at Tirumangalam for the benefit of growing passenger

traffic that is nowadays originating from Tirumangalam. I would also like to state here that a Computerised Reservation Centre is very much needed there.

Sir, the passenger traffic between Madurai and Chennai—the two important stations in the South—is always on the increase. This route deserves the introduction of Jan Shatabdi Express and it will be highly patronised. Hence, a Jan Shatabdi Express may also be introduced between Madurai and Chennai as early as possible.

There is a very good potential for introduction of Push and Pull (DEMU) (DEMU) train services between Virudhunagar, Madurai and Dindigul. Hence, this service should also be started for a minimum of five times daily between Virudhunagar, Madurai and Dindigul for the benefit of commuters, businessmen, and other frequent travellers. Sir, I am sure that these measures will have very good patronage.

Sir, before I conclude I wish to say that Shri Lalu Prasad's Express Railway Budget, which was flagged-off with a green signal by the UPA Government, will definitely reach the destination of fulfilling the social justice, safely.

CHAUDHARY LAL SINGH (Udhampur): Sir, I am on a point of information. Please, Sir. ...(*Interruptions*)

MR. CHAIRMAN: No, it is not allowed. You have already submitted your speech in writing. How can you make a speech in the House after you have laid your speech on the Table of the House?

...(*Interruptions*)

MR. CHAIRMAN: I will only go as per the list that is placed before me.

[*Translation*]

SHRI BRAJESH PATHAK (Unnao): Mr. Chairman, Sir, I have attentively heard the speech of hon'ble Luluji. He has mentioned that Railway is the largest organization of the world. In his speech, he has said that the Government will launch special recruitment drive for the Scheduled Tribes and Backward Class people in all group posts except Group 'A'. He made an announcement that free railway pass will be provided to coolies and their families as they earn their livelihood while facing the adversities of winter, summer and rainy season. Our Bahujan Samaj Party welcomes this also. He made an announcement that the Government propose to introduce village on wheel train for the farmers of villages on the lines of palace on wheels. Our party welcomes this also.

Luluji, you know that the leader of our party, Kumari Mayawati has always raised her voice for dalits and struggled for them. My humble submission to Luluji is that the announcements which he had made should not remain on papers only. Not once but several times, while presenting the railway budget, it has been promised in the House that Scheduled Castes people will be given priority in recruitment. You are Minister of Railways. You are in the Government. We have got all those figures. The Government never resolutely took up the task to fill those vacancies. Bahujan Samaj Party don't want any assurance from the Government rather it wants the Government to place details of vacant posts zone-wise and category-wise and fix some deadline to fill those vacancies. The BSP wants that there should be transparency in the entire system followed by the Government so that the details and backward people could get justice.

Hon'ble Railway Minister, Sir, you have made an announcement to introduce 15 new trains. I have been elected from Unnao Lok Sabha constituency of Uttar Pradesh. My submission is that the proposed Indore-Patna Express via Faizabad should be run twice a week instead of once a week. Luluji, you have talked about Khadi, Kullar, Matha and Milk. Bahujan Samaj Party wholeheartedly welcomes this step as it would provide job opportunities to potters, weavers and farmers in villages. However, I would like to tell two important things to you. Whenever crop sowing or crop harvesting season comes, thousand of farmers of Bihar and Uttar Pradesh go to Haryana and Punjab for labour. While going there, they travel on train roof. Our ideal personality Baba Saheb Bhimrao Ambedkar favoured social harmony but we find that in train two kinds of passengers are travelling—one by sitting inside the train and the other on train roof. I regret to say that though 57 years have passed since we achieved independence but even today we have not done anything for farmers and poor people. They are taking risk by travelling on train roof just to earn their livelihood.

Mr. Chairman, Sir, I would like to bring to the notice of hon'ble Railway Minister one more thing that the behaviour of T.T.Es and T.Cs with illiterate and helpless passengers is not good in the trains. We all might have experienced this thing at one stage or the other. Money is extorted from them. He comes to city from village to earn money. The T.T.Es issue fake receipts. The Railway Department has its own vigilance department. But I regret to say that there is connivance between them. Hon'ble Railway Minister had said that he will travel in disguise

[Shri Brajesh Pathak]

and see the attitude of railway staff. I am waiting for that moment when the hon'ble Minister take some action in this direction.

Mr. Chairman, Sir, I would like to draw the attention of hon'ble Railway Minister towards one more thing that the black marketing of tickets at the counter has taken the shape of an organized crime and the poor and dalits are the most affected people. We can see this at any time at railway station of Delhi. The educated people buy their ticket through mobile or computers but the poor people, even after giving money get fake ticket or are caught in the net of brokers. I request that this practice should end at-least in the Capital. On behalf of Bahujan Samaj Party, I request that the assurance given about the special campaign for recruitment for backward classes and dalits should be fulfilled on priority basis and the hon'ble Railway Minister should make a mention about it in his reply.

Mr. Chairman, Sir, while presenting Railway Budget, the hon'ble Railway Minister had said that Railway would utilize its railway scrap and would not auction it and the activities of the mafia will be checked. I hope that the Minister of Railways will pay attention towards this.

Mr. Chairman, Sir, I will conclude my speech by saying this last thing. My district is Unnao and it is situated on Kanpur-Lucknow division route but a number of trains pass through this station without stopping here. My submission is that stoppage of Gomti Express and Pushpak Express, may be provided there. ... *(Interruptions)*

MR. CHAIRMAN: The time allotted to you is over, you please resume your seat.

SHRI BRAJESH PATHAK: Mr. Chairman, Sir, I would also like to bring to your notice that the hon'ble Minister of Railways should punish those officers.

SHRI ALOK KUMAR MEHTA (Samastipur): Mr. Chairman, Sir, this year's Railway Budget, which has been presented here, is historical Railway Budget. This budget reflects the ideals of all great leaders of this country from Mahatma Gandhi to Baba Saheb Ambedkar. Hon'ble Minister of Railways is considered as well-wisher of poor people of this country and by seeing his reflection in the budget, presented by him, I would like to congratulate him. Through this budget, it seems much would be done for the poor, backward and dalit people of this country who have been neglected for ages. The response, from almost 90% of the people of this country is positive

regarding this budget. Even I would also like to extend my thanks to him for this. He has, in this budget, provided relief to widows, handicapped, poor people and secular people in the circle of social justice who have remained neglected since long by the ruling class.

Today, while acting as their representative and well-wisher, he has made various provisions in the Railway Budget for their benefit. On the other hand, through this Railway Budget, the hon'ble Minister of Railways, has tried to adopt the high value system in the country. This value system has set its priorities by keeping 90%, public of the country.

Mr. Chairman, Sir, a provision has been made in the Railway Budget for refrigerated vans and other facilities for fruits and vegetables producers as well as for the farmers. As regards marginal farmers, there is no provision in the constitution for support price. This provision would prove beneficial for such farmers. This would also prove beneficial to large number of fruits and vegetables producers as well as for the farmers and would improve their financial condition considerably.

Alongwith this, a provision has been made in the Railway Budget to provide facilities to milk producers and other farmers. I would like to congratulate hon'ble Minister of Railways on their behalf also.

Mr. Chairman, Sir, through you, I would like to tell the hon'ble Minister of Railways that some members have raised the issue of viability. Recently the prices of diesel have been increased and due to this the transport system have become expensive. But since the freight charges have not been increased, it will have great impact on our economy and inflation rate. By not raising the freight charges, to make transport system competitive, the hon'ble Minister has done a commendable job in the direction of increasing market share. There has been delay in the transportation of goods for the last several years. As hon'ble Member Shrimati Maneka Gandhi has just mentioned that there was a duping trend, and he has encouraged the practice of running as an upward trend for which I would like to congratulate him. I would like to submit that there had been nexus of mafias in railways for a long time, whether it is through wheeler or through sale-purchase of scrap there was nexus of big mafias. Sale-purchase of scrap was done involving criminal tendencies, there were misappropriations and scams on large scale. By changing them in a transparent way and starting on-line building system, he has created such an example in the country which breaks the honest belief of

several years of many people about the nexus. The announcement of starting recycling project would prove successful in increasing the productivity of the Railways ...(*Interruptions*)

MR. CHAIRMAN: Hon'ble Member, please be careful about time also.

SHRI ALOK KUMAR MEHTA: I would like to say that hon'ble Minister of Railways has kept in his mind the interest of deprived people of this country. The people of this country have also been respecting him, I would applaud hon'ble Minister on behalf of those people. On behalf of my party I would like to say that Godhara Carnage had connection with railways and that took place on a railway station. Therefore, this was an affair of railways. I would like to demand from the hon'ble Railway Minister that an independent and fair inquiry be conducted into that case. Through you, I would like to say that the hon'ble Minister of Railways make a statement in this House regarding Godhara Carnage and announce for investigations.

SHRI SURENDRA PRAKASH GOYAL (Hapur): Mr. Chairman, Sir, Hon'ble Minister of Railways, Lalaji has presented a historical budget for which the whole country is praising him. You give me also two minute time to speak. I request hon'ble Minister of Railways to make arrangements for stoppage of trains going to poorvanchal at Gaziabad. ...(*Interruptions*)

MR. CHAIRMAN: You contact your Chief Whip. The Chief Whip of your party has not mentioned your name in the list.

...(*Interruptions*)

[English]

MR. CHAIRMAN: Now, I give the floor to Shri B.K. Deo.

...(*Interruptions*)

MR. CHAIRMAN: Shri M. Shivanna, you have already laid your speech. Shri Surendra Goyal, please take your seat. I have called Shri B.K. Deo.

SHRI BIKRAM KESHARI DEO (Kalahandi): Sir, I rise to oppose the Railway Budget presented by the UPA Government because the Railway Minister has gone back on his words.

The Railway Minister has said that rail will go to the backward region where the people have not seen the rail. ...(*Interruptions*)

[Translation]

MR. CHAIRMAN: Only the speech of hon'ble Member Shri B.K. Deo will go on record.

...(*Interruptions*)*

[English]

MR. CHAIRMAN: Nothing should go on record except the speech of Shri B.K. Deo.

...(*Interruptions*)

SHRI BIKRAM KESHARI DEO: One example is the case of Orissa. ...(*Interruptions*) Orissa is virtually neglected in the Budget 2004-05 ...(*Interruptions*) Orissa has been stagnated. ...(*Interruptions*) Orissa has been stagnated as far as development of railways is concerned. ...(*Interruptions*) No efforts towards the railway growth in Orissa has taken place. ...(*Interruptions*)

MR. CHAIRMAN: Shri Surendra Prasad Goyal, I am not allowing you, Please go to your seat.

...(*Interruptions*)

[Translation]

MR. CHAIRMAN: Please take your seat.

...(*Interruptions*)

MR. CHAIRMAN: Shri B.K. Deo, you continue your speech,.

[English]

SHRI BIKRAM KESHARI DEO: Sir, I am on my legs. He does not know the parliamentary etiquette. ...(*Interruptions*) Orissa is a mineral-rich State. So is Bihar. But it seems that there is always a competition between Orissa and Bihar. For what? The competition is as to how many people are living below the poverty line. In Orissa, it is sometimes 47.5 and in Bihar, it is 42.5 per cent. Therefore, I request the hon. Railway Minister, who also happens to be running the Government in Bihar, that he should see that poor States like Orissa, Bihar and West Bengal should get adequate Railway funding

*Not recorded.

[Shri Bikram Keshari Deo]

to develop the States. Today, Orissa has got nearly 75 per cent of mineral ore, which is lying as reserve, and the same cannot be exploited because of the poor railway infrastructure. The hon. Minister has given some money to the on-going projects. It is inadequate. With this money, projects will take nearly 50 or 60 years to get completed.

Therefore, I urge upon the Railway Minister, through you, Sir, that more funding should be done in future and new projects should be announced. East Coast Zone was created when Shri Ram Vilas Paswan was the Railway Minister. But from that day till Shri Nitish Kumar became the Railway Minister, the East Coast Zone was lying idle. Not a penny was given for its improvement. Today, I thank the former Railway Minister, Shri Nitish Kumar for allocating adequate funds to the East Coast Zone and for making it functional. So, I am technically opposing the Budget presented by the hon. Minister. But, Sir, I would like to say here that he is just carrying forward the good work done by Shri Nitish Kumar and the NDA Government.

I would like to know from the hon. Minister as to what new steps he has taken. It is a welcome measure that he has encouraged artisans of the villages by using *khullars* and *khadi*. *Khadi* was the uniform when we fought for our Independence. Those steps are good. There is no doubt about it. How will you make it practicable? You have to make it practicable. Today, most of the *khullars* are produced by Kumhars. They do not only live in Bihar;

[*Translation*]

They are in Orissa, Bengal and Madhya Pradesh too.

[*English*]

They are run by cooperatives. For the last 50 years, all these cooperatives have become defunct because of the wrong policy of the Congress Government in the past. Hence, you must try to revive these cooperatives and buy the *khullars* and *khadi* from these handloom sectors from the respective States where the respective zone is located. We do not want *khullars* from Bihar to be supplied to East Coast. We do not want *khadi* from Bihar to be supplied to Orissa because

[*Translation*]

Weavers, handlooms are there in Orissa too. *Khadi* is produced there also. ...(*Interruptions*)

[*English*]

MR. CHAIRMAN: Shri Ram Kripal Yadav, please take your seat.

...(*Interruptions*)

[*Translation*]

SHRI RAM KRIPAL YADAV (Patna): Do Kumhars not live all over the country? Threat all equally.

MR. CHAIRMAN: Hon'ble Member, Ram Kripalji, please take your seat.

...(*Interruptions*)

[*English*]

SHRI BIKRAM KESHARI DEO: Sir, in his speech the Railway Minister has said that the 'safety measures' is the primary challenge; it is the biggest challenge in the Railways.

For the last 50 years, the Government which they are supporting—UPA Government

[*Translation*]

What measures the UPA Government took for ensuring safety? They have done nothing for safety.

[*English*]

Today, I thank Shri Nitish Kumarji, the NDA Government and hon. Shri Atal Bihari Vajpayeeji for the new safety measures which have been created. The Khanna Committee Report which should have been implemented long time back was implemented only during the NDA Government regime. I thank, Shri Nitish Kumarji for implementing it in true spirit, about the safety of the passengers.

Sir, 50 per cent of bridges were supposed to be replaced. ...(*Interruptions*)

[*Translation*]

SHRI RAM KRIPAL YADAV: Hon'ble Member from Orissa, you speak something about Swadeshi.

SHRI BIKRAM KESHARI DEO: I will speak.
...(Interruptions) Sir, please give me time.

MR. CHAIRMAN: Please conclude.

SHRI BIKRAM KESHARI DEO: Sir, give me five minutes more. I request you.

(English)

I would like to say that an amount of Rs. 17,000 crore as special fund was not created today. It was created during the NDA Government's regime. Four-hundred forty one stations have been improved. Out of 2,007 bridges, 1,306 bridges have been created. They were all done by the NDA Government, and not by them. They did not do all this within two months of their coming into power. We have ruled for six years and we have achieved 50 per cent of replacing of new bridges. So, it was the good work started by the last Government.

MR. CHAIRMAN: Shri Deo, please conclude now.

SHRI BIKRAM KESHARI DEO: Sir, let me cover the points relating to my constituency also.

MR. CHAIRMAN: There are a lot of Members to participate. Please try to conclude.

SHRI BIKRAM KESHARI DEO: Yes, Sir.

We have heard about Shri Lalu Prasad Yadav, about his administration. I do not want to repeat that. But I hope that he thinks for the poor and he would work for the poor. It is my request that he should see the backward regions of Sambalpur Division of Orissa also. This division comes under my constituency. It is one of the poorest division. It is in worst condition. No importance has been given to it. There is no retiring room, and there is the DRM headquarters. So, the East-coast zone should be strengthened.

Sir, we want more funds to complete the Lanjigarh-Junagarh railway line which was started long back.

Now, I would like to give some suggestions relating to my constituency. We have a new train from Sambalpur to Bhubaneswar which has been extended to Puri. It only connects the corner of the State of Orissa. I suggest that the above train be started from Raigara to Puri *via* Sambalpur, and two coaches be attached to Koraput-Bhubaneswar-Hirakud Express from Titlagarh. The

facilities are available at Titlagarh. Similarly, Samata Express starting from Nizamuddin to Vishakhapatnam which runs weekly, should be made daily.

Sir, considering the labour migration to Gujarat from our districts of Orissa, the Ahemadabad—Puri Express *via* Vijayanagaram which runs three times a week, may be made daily to facilitate the demands of the labourers going to Gujarat. Similarly, the port connectivity to seaports through railways should done in Orissa. The long-pending Khurda Road to Bolangir line should be started. They have provided Rs. 15 crore, which is not enough.

All on-going projects in the State of Orissa should be given adequate funding to be completed within four years.

With these few words, I conclude.

*SHRI AMITAVA NANDY (Dumdum): Sir, I support the pro-people Railway Budget.

The honourable Railway Minister deserves a special thanks for proposing to bring hawkers, porters, railway contract labours under social security network. In this context, I request honourable Laluji to consider some long pending legitimate demands of these sections.

Sir, the railway hawkers are demanding licence for all of them and railway porters. But the previous Government denied their legitimate demand and as its result, they are being subjected to all sorts of atrocities unleashed by Railway authorities, R.P.F. and so on. I demand immediate stoppage of all atrocities on railway hawkers and porters and issuance of licence for all of them.

Sir, now draw the attention of the Honourable Railway Minister to some legitimate demands of general people of my constituency and from my State of West Bengal.

The Metro Rail is presently plying upto Dumdum which is within my constituency. I want that this may be extended upto Barrackpore.

Similarly, I request to consider the demand for a halt station at Napara in between Dumdum and Belgharia Station under Eastern Railway.

Sir, now I draw the attention of honourable Railway Minister to all along outstanding demands for construction

*Speech was laid on the Table.

[Shri Amitava Nandy]

of rail-road over-bridges at Habra, Barrackpore and Kanchrapara. The road through Barrackpore and Kanchrapara feed highway traffic in Barrackpore Kalyani Express Highway and leading towards NH 34 and NH 35 connecting the international border at Bangladesh. The road stretch is so over-crowded with trucks carrying perishable and non-perishable goods that it is important to ensure uninterrupted traffic as well as train services. As such, I request Lalaji to consider my proposal.

In fine, I urge upon the Government to consider introduction of 12 coaches EMU services in Sealdah Section during office hours. This will be helpful for millions of daily commuters to and from Kolkata without introduction of new trains.

I believe that Government will consider my proposal.

*DR. BABU RAO MEDIYAM (Bhadrachalam): Sir this year's Railway Budget presented by hon'ble Railway Minister, Shri Laloo Prasad Yadavji is innovative and creative one in many ways.

On one hand, the Budget proposed to complete the ongoing projects and strengthen itself and on the other hand, it planned to give support to some traditional handicraft.

In regard to safety measures and concessions, it offered to families of Martyrs' dumb and deaf, hemophilic patients is laudable. Mr. Chairman, Sir, I want to congratulate the Railway Minister through you Sir.

But Mr. Chairman Sir, such a progressive Budget has got a black spot in it, and that is a step-motherly attitude towards the State of Andhra Pradesh.

Sir, what does a step-mother do? She wants to feed here own children first with fresh and warm food, later she serves the remnants to her stepchildren. Sir, likewise, the Budget gave less importance to the requirements of A.P. No new extension were there. There is no major project proposals except Kakinoda, Kotipalli line, which is of no use when it could not extended upto Norasapur via Amalapuram. Delay in survey of new lines and updating them decades together.

Sir, my constituency has got only two railway stations about distance of 250 KM apart. One is Chagallu Station where minimum facilities like drinking water and telephone were not provided.

Sir, the other station is at Manuguru, a terminal station from Dornakal Jn. which is mainly intended to transport of coal. It is away the main village, so I request the Minister to arrange a new station at Kunavaram.

Sir, Bhadrachalam, my constituency headquarter is an abode of Lord Sri Rama, lots of people visit here. During the Ramanavami and Ekadasi, there is a big crowd here. Lot of people are coming from different places. But still Bhadrachalam is not connected by train.

Sir, I am happy that Hon'ble Minister made a mention of Bhadrachalam to Korur Lines survey updating. But how many times they survey it? Sir, I propose a new line from Manuguru to Bailadila via Bhadrachalam. Another is from Bhadrachalam to Visakhapatnam.

It is a short route between Monuguru (coalbelt) to iron ore seat, i.e. Beladilla. It will bypass about 800 km towards North East.

I propose a new train from Rajahundy to Hyderabad.

Sir, I request the Minister to arrange a stop of Link Express and Intercity Express at Yerraupalam in Khammam district. Kakinada should be connected with railway line. Sir, I appreciate the Minister of providing free passes for families of the employees.

Sir, at Tadepalligudem Station loading and unloading Haawalis are starving with hunger as they were not given sufficient work. All works are being given to private godowns there. Kindly restore their work.

[Translation]

*SHRI HARIBHAU RATHOD (Yavatmal): Sir, I want to place following demands in the Railways Budget.

We have not got anything in the Railway Budget for the year 2004-2005. Especially injustice has been done to Vidarbha in Maharashtra. It has not been given a single new train. My constituency, Yavatmal which is a tribal area has not been developed yet. The main reason of it is that railways have not developed.

Sir, through you I want to request that Yavatmal Railway which is called Shakuntala should be converted into broad gauge and provision should be made to link Vanikinawat-Vardha. The farmers in Vidarbha would be able to take their agricultural produce to other States of

the country and they would be able to get proper price for their food grains.

Sir, the Yavatmal railway line was laid before independence and no provision has been made for 50 years. The Railways Minister can make an allocation for this railway line in the additional budget.

I would like to request the hon. Railways Minister to consider the above said demands in public interest and make provision for the development of railway lines falling in my constituency.

*SHRI MAHESH KANODIA (Patan): Sir, Viramgaon Bhiladi project has been approved in my area Patan (Gujarat). Under this project broad gauge has been laid in Mehsana, Viramgaon but work has not been started on the line from Mehsana to Patan and Bhiladi. I request the hon. Minister of Railways to get it done soon. Mehsana Taranga train was being run. That train has been stopped and now they are taking out the tracks also. Sir, Taranga is a tourist spot. Thousands of passengers go there by trains. It is my request to restart Taranga Train soon. The work of taking out the tracks on Viramgaon, Bahucharji, Katosan and Chansama to Harij line has also begun in Chansama and Harij. I request the hon. Railways Minister to put an end to this work as soon as possible and trains should be restarted on the said lines. If this line is connected to Radhanpur from Chansama then the distance between Ahmedabad to Kutch border would also be reduced. Patan is a historic city of North Gujarat where a pious weaver sacrificed himself as there was no water in the pond. His name was Veer Maya. It would indeed be shameful if tracks are taken out and land is sold at such a historic place.

Sir, it is a suggestion that there should be a special railway channel which should give information about the departure time of all the trains and the platform from which it would depart.

[English]

*SHRI SWADESH CHAKRABORTTY (Howrah): Sir, I submit the following to Hon'ble Railway Minister. In his speech in Railway Budget in 2002-03 the then Railway Minister assured about taking up construction of railway terminal in Shalimar-Padampukur-Sankrail in my constituency, Howrah by South Eastern Railways. His argument was that as the estimate is more than 600 crores of rupees, it needs approval of Planning

Commission. Unfortunately, Hon'ble Railway Minister in his Budget proposal 2004-05 has not mentioned anything about construction of terminal in Shalimar-Padampukur-Sankrail. I demand taking up of the project in this year's Budget.

Sir, passengers used to get the opportunity of travelling to New Delhi by Rajdhani Express via Gaya from Howrah Railway Station every Sunday. Now, this opportunity of the passengers of Howrah has been withdrawn. I request the Railway Minister to allow Rajdhani Express via Gaya to New Delhi on all days of the week including Sunday.

#SHRI MOHAN JENA (Jajpur): Mr. Chairman, Sir I am a new member. This is my first speech. I would like to speak in Oriya.

*At the outset I would like to thank the hon. Railway Minister for not increasing the railway fares and freight rates. Orissa is one of the least developed States of India. Ninety percent of Orissa's population belongs to the Scheduled Castes, Scheduled Tribes and the backward classes. For the last 57 years Orissa has not progressed satisfactorily as far as Railways are concerned. Development in Railways is the indicator of a State's progress. If the Railway network is good, then that State is a progressive one. Sir, I want to speak about the national average which is 19.11 kms of railway line per 1000 square kms. In West Bengal it is 43.01 kms and in Bihar it is 30.4 kms. However, in Orissa it is only 15.03 kms per 1000 square kms. The ongoing Railway projects in Orissa requires a fund allocation of Rs. 4,850 crore. But in the recent Budget we have only received 374 crore and 27 lakh of allocation which is very less in comparison to the Budget of 2002-03.

There are 30 districts in Orissa, among which 7 districts are untouched by the Railways; they are—Boudh, Kandhamal, Nayagarh, Deograh, Kendrapara, Malkangiri and Nawrangpur. Orissa is always neglected. I request the Railway Minister to take steps to make these districts connected to Railways.

The Railways earn about Rs. 4000 crore of revenue from Orissa but is not giving back anything. Orissa lags far behind.

Sir, the East Coast Railway Zone is a prestige issue for Orissa. I thank the Railway Minister for allotting Rs.

*Speech was laid on the Table.

#Translation of speech originally delivered in Oriya.

*Speech was laid on the Table.

[Shri Mohan Jena]

8 crore to this zone. But this zone does not cover all the areas of Orissa. The Railway lines of Tharsuguda, Bandhamunda, Rourkela comes under the South-Eastern Railway. From Ranital to Jaleswar the zone also comes under South-Eastern Railway. The areas like IB Valley, Brajaraj Nagar and Belpahar are industrial belts, they come under the South-East Central Zone. The railway line of Koraput and Rayagada Districts falls outside the jurisdiction of the East-Coast Railway Zone. Sir, my request to the Railway Minister is that all these areas should be placed under East-Coast Railway Zone.

The trains which run through Orissa, lacks quality. The service must improve. The Nizamuddin-Bhubaneswar Hirakud Express has no facility of III AC coach. It should have III AC facility. The Bhubaneswar-New Delhi Rajdhani Express excludes the people of West-Orissa.

Hence another Rajdhani Express should be introduced which should start from Sambalpur-Anugul and go to Delhi. Similarly the Lokmanya Tilak Express which connects Bhubaneswar to Mumbai once a week, should be made daily. This train should pass through Sambalpur and Titlagarh.

Sir, the Intercity Express between Sambalpur and Bhubaneswar is very inadequate. I request to introduce another Intercity Express, so that both the trains can simultaneously leave Sambalpur and Bhubaneswar at the same time. The Puri-Ahmedabad Express presently runs once a week. It should go thrice a week. Sir, Shri Lalooji is here. He knows the historic relation between Kalinga and Pataliputra from the time of King Ashoka. Hence I request him to make the Puri-Patna Baidyanath Express ply on a daily basis. The Shatabdi Express which is a superior quality train is not accessible to the people of coastal Orissa. Another Shatabdi Express should start from Berhampur and end up at Kolkata which will benefit people of Orissa. Berhampur has no direct railway connection with Delhi. This should be made possible. The international tourists who visit Goa should also be encouraged to visit Orissa. The Jajpur district in Orissa has several Buddhist Monuments which will definitely attract foreign tourists. This can be possible only if Bhubaneswar and Panaji are directly connected. The Bhubaneswar Palasa railway line electrification work has been completed. So EMU train should cover this just like the Howrah-Kharagpur line. Bhubaneswar and Chennai should have more connectivity apart from only the Kormandal Express. The coach repair factory at Mancheswar should be made a coach production centre too. The Bhubaneswar

Railway station should have qualitative improvement. The stations of Jajpur, Bhadrakh, Bales Dhanmandal and Berhampur should be made more passenger friendly. All sorts of facilities should be provided to the commuters and these stations should be upgraded. The railways construction works between Paradeep and Haridaspur should be done. Last of all I pleaded the Railway Minister to be fair to the demands of Orissa.

[Translation]

*SHRI LALMANI PRASAD (Basti): Sir, I support the Railway Budget presented by the hon'ble Minister of Railways keeping in view the public interest and also request that the following suggestions be considered in the Railway Budget:

1. Reserved Quota in the vacant posts for Scheduled Caste and Scheduled Tribes, OBCs and minority communist should be filled.
2. An overbridge should be constructed at the railway crossing on Basti-Lucknow rail line.
3. Rajdhani Express should be started from Gorakhpur.
4. Stoppage should be given to Sapta-Kranti Express at Basti.
5. All express trains should be given stoppage at Basti.
6. A big railway godown should be constructed at Basti.
7. Work relating to broadening and beautification of Basti railway station should be taken up.

*SHRI RAJARAM PAL (Bilhaur): Sir, I would like to request the Hon'ble Minister of Railways that arrangement should be made to introduce trains at the following stations and routes falling under my Parliamentary Constituency:

1. To start Metro train from Kanpur Central to Mandhana.
2. Modernisation of Panaki Station and to ensure stoppage of all the trains there.
3. Provide stoppage of Gwalior Chapra Train at Patepur Lalpur on priority basis.

*Speech was laid on the Table.

4. Construction of an overbridge from Kanpur Central to Sultanpur with a view to streamline the traffic.

I humbly request the Minister of Railways that all the above mentioned proposals may be included in the budget on priority basis.

[English]

SHRI P.K. VASUDEVAN NAIR (Thiruvananthapuram): Sir, I am on a point of order.

MR. CHAIRMAN: What is your point of order?

SHRI P.K. VASUDEVAN NAIR: Sir, I am very happy to hear a speech in Oriya. But, in this very House, today a Member from Kerala wanted to make a speech in Malayalam. He followed the same route to the Secretariat and was told that there is no interpreter in Malayalam. ...*(Interruptions)*

MR. CHAIRMAN: He has taken prior permission.

...*(Interruptions)*

SHRI P.K. VASUDEVAN NAIR: Kindly hear me. In this House, can there be a provision for simultaneous translation in all the regional languages? It is not available in one regional language. Why is this discrimination? I wanted to draw the attention of the hon. Chair to the fact that a Member was not allowed to speak in Malayalam. ...*(Interruptions)*

MR. CHAIRMAN: Speeches in all the regional languages are allowed with prior permission.

...*(Interruptions)*

MR. CHAIRMAN: Please take your seat.

...*(Interruptions)*

MR. CHAIRMAN: I have already given a ruling.

SHRI L. GANESAN (Tiruchirappalli): Mr. Chairman, Sir, on behalf of the MDMK Party, I would like to participate in the discussion on the Railway Budget. ...*(Interruptions)*

MR. CHAIRMAN: Nothing, except what Shri Ganesan is saying, would go on record.

...*(Interruptions)*

SHRI L. GANESAN: Sir, at the outset I would like to thank you for giving me this opportunity to make my maiden speech. The Indian Railways has the biggest network in the world and it is the employer of a few lakhs of employees. The management of the Indian Railways has now been entrusted to the man of the masses, Shri Laloo Prasad Yadav. He, I should say, is a dynamic person and has tried his level best to meet the challenges facing the Indian Railways.

Indian Railways today has the biggest network in the world under a single management but it is not scientifically developed as compared to other countries in matters of modernisation of the signalling systems, energisation of tracks, upgradation of safety-related equipment, adopting of the latest technology in designing passenger coaches, wagons and loco, conversion of routes from meter gauge to broad gauge etc. The Government should provide maximum financial support to develop our Railways and proceed to modernise the Railways to make it comparable to the other developed countries of the world. The Central exchequer should take special interest to improve upon the quality of Railways in regard to restructuring by sanctioning more funds to the Railways in order that it is comparable to the Railways of countries like China, Japan etc.

Sir, at its inception, the Railways were meant for the specific purpose of transporting troops from one place to another. Then, it was used for the purpose of sending raw materials from India and bringing back finished goods from other countries. Now, the focus of the Railways has changed drastically. The aims and objectives of the Railways have undergone many changes since Independence. The Railways play a vital role in the growth of Indian industry. From the days of carrying passengers in the third class to providing the comforts of the Rajdhani Express, the Indian Railways have passed through many stages of development. Similarly, there has been a change in the concept of goods traffic as well.

Sir, in this context, I would like to suggest that the dividend to general revenue at the rate of six per cent of the capital at charge should be reduced by half. This percentage was fixed at the time when lending rates were high. Now, private banks and institutions are lending to the individuals at a rate as low as seven per cent. Dividend to be paid to the general revenues should be reduced to three per cent.

Secondly, the Railways are incurring heavy losses by running suburban trains in Metros. This is to cater to

[Shri L. Ganesan]

the needs of the heavily concentrated industries to ferry their workforce. In several countries the cost of the working expenses to run these trains are compensated in varying degrees to the extent of 40 per cent of the cost either by the Government or by the industries. ...*(Interruptions)*

MR. CHAIRMAN: How much time would you take?

SHRI L. GANESAN: Sir, I would take only five more minutes.

MR. CHAIRMAN: No. I could allow you only another two minutes. Please conclude.

SHRI L. GANESAN: Sir, this is my maiden speech. I have not consumed even three minutes. This is an important matter.

Sir, with regard to the requirements of my constituency, I would like to draw the attention of the hon. Minister to the widening of a railway over-bridge in Tiruchirappalli. Tiruchy is the central point of Tamil Nadu. The over-bridge is very narrow and there is a heavy traffic in that over-bridge and it should be widened. That over-bridge is very near to our junction.

I mean Tiruchirappalli Junction. The residents on both the sides of the railway track are passing through the Trichy Goods Yard which is risky. Actually, a subway should be provided there.

I would like to appeal to the hon. Minister on one point and request him to take it into consideration. A new railway line should be laid connecting Thanjavur and Pattukottai. For the last many centuries till today, no railway line runs through that area. In the good old days, some steps had been taken and a survey was conducted. But due to the intervention of vested interests, the work has been stopped. Therefore, I appeal to the hon. Minister, who is a dynamic person, to look into it. He can do it, if he so desires.

Lastly, I have a request to make on my own behalf. The hon. Minister may take into consideration the prevailing situation in the Golden Rock Workshop. It is a golden workshop as far as Tamil Nadu is concerned. In good old days, about 14,000 workers were working there. Now, what has happened is that the workload has reduced and thus, only 4000 to 5000 workers are employed there. I appeal that the workload should be increased and, to that extent, more workers also should

be employed as every infrastructure is already there. A coach factory should be established at Golden Rock which is one of the oldest workshops of the country. Therefore, I appeal to the hon. Minister to see that these things are done for the benefit of the people of Tamil Nadu.

[Translation]

*MOHD. MUKEEM (Dumariaganj): Sir, I welcome the railway budget presented by Shri Lalu Prasad Yadav. For the first time in last 5-6 years such a Railway Budget has been presented which has been appreciated by the people wholeheartedly. I would like to give some suggestion to hon'ble Minister of Railways about my constituency Dumariaganj, Uttar Pradesh:

1. A survey was conducted during the tenure of late Smt. Indira Gandhi regarding construction of new railway line from Khallabad to Balrampur via Mehdawal, Vansi, Dumariaganj, Uttaraula. This new railway line will not only provide railway facility to people of my constituency but also to tourists coming to visit the land of Gautam Buddha.
2. Sir, Gorakhpur-Gonda is a meter-gauge line. The approval for the conversion of this meter-gauge line into broad gauge was accorded last year. Funds should be provided for early completion of this work.
3. Almost 80% people of my constituency frequently visit Mumbai in search of job. But in the absence of any train from Gorakhpur to Mumbai, they are facing lot of difficulty. Hence a new train should be introduced from Gorakhpur to Mumbai via Lucknow.

SHRIMATI RANJEET RANJAN (Saharsa): Mr. Chairman, Sir, first of all, I would like to congratulate hon'ble Minister of Railways for presenting a balanced budget considering the interests of common man. I belong to Saharsa region from where Shri Lalit Narayan, former Railway Minister also belong to and who wanted to do a lot for Koshi. After him, several members from Bihar have adorned the post of Railway Minister among whom Shri Ram Vilas Paswan is also one who has done a commendable job. Today once again the Railway Minister is from Bihar. I hope that the Railways would surely touch the new heights during the tenure of Lalujji. Issues like prevention of train accidents, laying of new railway

*Speech was laid on the Table.

lines, introduction of new trains, gauge conversion, passenger amenities etc. are very after discussed in the House but we have not paid any attention towards technology development. Through this House, I would like to request the Minister of Railways that comprehensive discussion should be held over this issue as to whether, during last thirty years, we have equally progressed in railway technology sector as compared to all other countries of the world? It should also be reviewed as to whether the performance and achievements of Research and Technology Development Institute of Indian Railways which is known as R.D.S.O, are in accordance with international criteria or not. As far as I know, after 70's Indian Railways has not progressed that much which it should have in the field of railway technology.

I would like to draw the attention of hon'ble Minister of Railways and hon'ble Members towards this point that Rajdhani and Shatabdi Express trains are among the fastest trains of the country. When Rajdhani and Shatabdi Express trains were launched at that time we all were very happy. But after that we have not progressed. In Europe and Japan, large number of extremely fast trains are running but why no high speed train has been started in our country. Japan and Europe keeps on launching fastest trains through new research. Now, there the trains are running on magnetic cushion also, which has minimised the possibility of train accident. What is wrong with our scientists and technicians? What is wrong with our R.D.S.O? I would like to know as to why the Railway Management has not shown requisite interest in technology development and why the previous Governments have not provided necessary funds in the budget for this purpose?

I want that a high level committee may be constituted in which besides scientists and technicians, members of both the Houses may also be included. The main function of that committee should be to give suggestion and guidelines to Government in regard to bring railway technology of the country at par with the development taking place at international level. In any field, the development is gradual, we cannot make progress in a day.

I would like to congratulate hon'ble Railway Minister for presenting such a good budget, merely 1/2 months after assuming the charge and for giving equal priority to all parts of the country. Particularly the announcement regarding providing free passes to all unemployed youth appearing for interview, and construction of discharge toilets are very good schemes for which he certainly

deserve congratulation because earlier we could not bear to stand at railway station. ...(*Interruptions*)

MR. CHAIRMAN: If your speech is lengthy then you can lay the speech.

SHRIMATI RANJEET RANJAN: Mr. Chairman, Sir, I will take two more Minutes. The scheme for providing free railway passes to the wives of porters, is, really commendable.

MR. CHAIRMAN: It is not a convention to read written speech.

SHRIMATI RANJEET RANJAN: In his Budget speech, hon. Minister has stated that gauge conversion work of Mansi-Saharsa rail line and Katihar-Barsol upto Radhikapur would be completed this year itself. He has particularly mentioned about laying of railway line from Madhepura to Bhima Nagar via Singheshwar—Kazrine, which was a dream of people for several years. It will provide relief to poor people. I would like to congratulate hon'ble Railway Minister for this as it is a historical achievement. There are many such schemes as he has mentioned about rail line from Bihariganj to Simri-Baqhtiyapur and from Bihariganj to Rupalli-Dhamdhaha. I would like to congratulate him for this. Hon'ble Railway Minister is the first Railway Minister who has, while considering the safety of women passengers, decided to recruit women ticket checkers. I would like to congratulate him for this, however, I would like to make a request that if there are women ticket checkers, then we should emphasize on their safety also as being the women they may also face some oblique remarks from passengers. Through this House, I would like to tell the hon'ble Minister that the gauge-conversion, work of Saharsa-Purnea rail line via Madhepura, Saharsa-Farbisganj rail line and Katihar-Jogbani rail line is going on at a very slow pace. I hope that the hon'ble Railway Minister would see that this work be completed expeditiously. I also hope that the hon'ble Minister would also pay attention towards speedy completion of the bridge, being constructed over river Ganga, between Khagaria and Munger. I want the hon'ble Minister to pay attention towards all these proposals which have not been included in the Budget. They are: construction of an over-bridge at railway crossing in Saharsa and construction of bridge over river Ganga, between Manihari and Sahebganj as this bridge would connect the entire north Bihar with Jharkhand.

Finally, I would like to say that the discussion on railway budget also took place two days ago. Several

[Shrimati Ranjeet Ranjan]

hon'ble members have pointed out that the incidents of loot have increased during the 1½ months tenure of Lalujji. However, I would like to draw the attention of the august House towards only one thing that the incidents of loot are never linked to a particular party or a person. Members of every party should think about this. I would certainly like to draw the attention towards one more thing. One incident took place few years ago due to which the entire nation had to bow its head in shame. I assure that in our coalition government, no such incident would take place at least in Indian Railways for which we will have to feel ashamed.

I will conclude my speech just mentioning one more point. I believe that the hon'ble Minister of Railways would continue reflecting his foresightedness as he has shown in his budget. I thank you for giving me time to speak and with this. I conclude my speech.

(English)

SHRI P.C. THOMAS (Muvattupuzha): Sir, I am happy that the hon. Railway Minister has not taxed the people with extra fare or even more fare. But I am sure that some of the rich people should have been taxed. If rich people are not taxed, how can you mobilise money? You must tax rich people, collect some money and give it to the States which are complaining or clamouring that no work is being taken up. ...*(Interruptions)*

I sat on *dhama* not because my opposition to the hon. Minister himself, but because adequate funding has not been provided for the pending projects of my State.

Of course, we know the difficulty of the Minister. The Minister finds it difficult because funds are not available. That is why, I was saying a little while ago that some rich people might be taxed.

Sir, I need not go into the details of the Budget. But I have seen one thing which is a good thing. We thought of railway porters. There is a very serious thing as far as the porters are concerned. In the South, especially, the porters are not having enough work. They are not getting enough load to carry. The luggage is not there. People are not having a lot of luggage. People are carrying their luggage themselves. So, the porters are not getting enough work. Therefore, they have been clamouring for getting some additional work. In many stations, these porters were engaged for a long time for taking parcels. Now, that has been taken away. It was not done by this Railway Minister. But long back, it was taken away. I

would, therefore, appeal to the hon. Minister to do something in this regard. He is very considerate to the porters. He may kindly think of giving some additional work. The porters can carry the parcels also so that all these things are not given to the private people. The private people are taking advantage of that now.

As far as our State is concerned, there are certain important suggestions. Because of paucity of time, I am not going into the other details. I would just go into the suggestions which I have got with regard to Kerala. One suggestion which many of the hon. Members have already made—the Government of Kerala has also taken up the matter—is that a Zone should be created for Kerala. We have a problem now. We are not against Tamil Nadu or Chennai. But since all the works are to be managed by Chennai, we find that a lot of delay occurs. Many of the projects cannot be completed on time. Since we do not have a Zone for Kerala, administrative delays are also there. ...*(Interruptions)* There are technical as well as administrative delays. So, I would submit that the hon. Minister should consider creating a Zone for Kerala.

Next, the funds allotted for doubling of lines are not adequate. Doubling of lines is the utmost priority as far as Kerala is concerned. The whole of Kerala would gain by doubling a few portions which are not doubled. For example, from Calicut to Mangalore, the doubling work is going on. Only some amount of fund is necessary. ...*(Interruptions)* Or course, that is included but only Rs. 15 crore has been allotted whereas in the last Interim Budget, Rs. 30 crore was granted. ...*(Interruptions)*

MR. CHAIRMAN: Shri Thomas, you must address the Chair. You should make your main points only.

SHRI P.C. THOMAS: I am finishing my speech. I make only important points. This is my third point. The point is that in the Interim Budget, Rs. 30 crore was granted but that has been reduced to Rs. 15 crore now. That is a very serious thing as far as we are concerned. I think for no State, for no work, the amount has been reduced except for this work. I would urge upon the hon. Minister to kindly see that at least the amount which was granted in the earlier Interim Budget is restored. Rs. 30 crore may be allotted to the Calicut-Mangalore line.

Regarding the other doubling works, I would submit that the Allepey and Kottayam lines are being doubled but the amount being granted is Rs. 2 crore each. So, I would submit that this should be increased.

With regard to a line to Sabarimala, there is a line which has been taken up. Shri Lalu Prasad knows that

Sabarimala is a very important place. It is not a place of importance to Kerala alone. It is a place of importance to the people from all over India. It is a pilgrimage centre. People from all over India and even from outside India go to Sabarimala. There is a line which has been taken up for which funds are also granted. That is the Angamali-Sabarimala line. But this time, the fund has been reduced. It has been given only Rs. 2 crore whereas the fund which is necessary is Rs. 550 crore. ...(*Interruptions*)

Lastly, I would like to say that there are some trains from Thiruvananthapuram and New Delhi. Of course, there is a Rajdhani Express. We also have a Rajdhani Express. The frequency is twice a week now. I would urge upon the hon. Minister to make it a daily service. Or, the frequency should be thrice a week.

Then, as far as a train service to Kannanore is concerned, there is a train. ...(*Interruptions*) I am finishing my speech now. This is my last point.

Sir, no new train has been introduced to Kerala. So, this train should be extended from Kannur to Mangalore. It is a question of only two or three hours more. So, that may be extended.

Then, there is the Maveli Express. Maveli visits our land, Kerala, only during Onam festival.

MR. CHAIRMAN: Shir Thomas, Please take your seat for a minute.

[*Translation*]

I have got the names of several hon'ble members who want to have the opportunity to speak but you should know that the time of all parties is almost over and several hon'ble Members who could not participate in Railway budget, will be given an opportunity. Since hon'ble Minister of Railways Shri Lalu Prasad has to give reply today only and we want that the discussion on Railway budget should also be held, therefore I extend the time of the House with everyone's consent till the discussion on railway budget and Minister's reply is over.

Now Thomasji, you please conclude your speech.

[*English*]

SHRI P.C. THOMAS: Sir, my train is going very fast. So, I am not covering all the points. ...(*Interruptions*) Trains are running very fast now. I am sure Laluji will see that all the trains reach their destinations on time. He is very

keen that cleanliness should be maintained at all railway stations and every train should be kept clean. That is very good.

Sir, I was referring to Maveli. We have a festival called Onam which comes every year and Maveli comes once a year. Unfortunately, trains should not be like that. Maveli Express runs once a week now. It should be made a daily train from Thiruvananthapuram to Mangalore. If the Railway Minister can make it a daily train, it will be very helpful to the people of Kerala.

MR. CHAIRMAN: Please conclude now. I am going to call the next speaker.

SHRI P.C. THOMAS: Sir, I am concluding.

My last point is, a new train was declared in the Interim Budget and it has been reiterated in this Budget also. But I would like to request that apart from that train, another new train should be introduced to our State.

SHRI J.M. AARON RASHID (*Pariyakulam*): Mr. Chairman, Sir, at the outset, I must thank Madam Sonia Gandhi for giving me an opportunity to become a Member of Parliament and speak in this august House for the first time.

Sir, I appreciate the hon. Railway Minister for presenting a good Budget which cares for the common man and downtrodden people and also for not increasing the passenger fares and freight charges. On behalf of the Congress Party, I congratulate the hon. Railway Minister for this. He is encouraging the maintenance of ecological balance by not allowing the usage of plastic cups in trains. I appreciate him for this measure also. This budget have even taken care of the Porters.

I would like to draw the attention of the hon. Railway Minister towards my constituency now. My constituency, Periyakulam is a backward area which is totally surrounded by hills from all sides. I would request the hon. Minister that the Ayyappan Temple Train should be routed through Dindigul, Vatalagundu, Periyakulam, Theni, Bodi, Kambam and Gudalur so that it will cover all the places at the foothills of Western Ghats and then reach Sabarimala. If this is done, the pilgrims will not only save a distance of about 150 kms., but they will also save a lot of time. So, I would request the hon. Railway Minister to send a competent team of Railway officials to make a survey of these areas and allot funds for this purpose.

[Shri J.M. Aaron Rashid]

Sir, my constituency Periyakulam is a hilly area.

[Translation]

Laluji, potatoes and tomatoes are grown there.

[English]

Tomato, Potato and other perishable vegetables are grown in the hilly areas of Bodi, Kambam and Kodaikanal in my constituency. So, I would request Laluji to construct a Goods Shed with refrigeration facility at Theni.

Sir, my constituency Periyakulam covers the Assembly constituency of our hon. Chief Minister of Tamil Nadu, Selvi Jayalalitha. I have to do some work for my constituency through the help of the hon. Railway Minister. Otherwise, I have to face the consequences which I have already faced during my election campaign.

So, I request the hon. Railway Minister to give a special view to this constituency. I would also request the hon. Railway Minister to come to my area and visit the places so that they get some importance.

Sir, a lot of tourists come to Vaigai Dam, Suruli Water Falls and Kodaikanal. These come under my area. Kodaikanal and Bodi-Mettur are hill stations. There is already a metre gauge line on Bodi-Mettur route. I would request the hon. Railway Minister that this should be converted to broad gauge line. There are a lot of people who travel from Theni, Bodi to Chennai. It is a 700 kms. route. They come from Koyambedu bus stand and there we need a Railway counter so that these people can book their Railway tickets for their onward journey. Chennai is the main Railway line and this main bus stand was sanctioned by the former Chief Minister, Shri M. Karunanidhi. It is situated in an area of about 30 acres. So, I request the hon. Railway Minister to put up a Railway counter in that Koyambedu bus stand area so that people can avail of this facility.

I once again congratulate the hon. Railway Minister for taking care of downtrodden people under the guidance of our leader Shrimati Sonia Gandhi.

*SHRI S. AJAYA KUMAR (Ottapalam): Sir, I congratulate the Hon'ble Minister of Railways, Shri Lalu Prasad for presenting a common man friendly Budget. The decision not to increase the passenger fare and freight charge would help the ordinary people immensely.

The announcement in the Budget pertaining to the welfare of the Porters and the decision to increase the number of compartments in the local trains clearly manifests your concerns to the down trodden and the ordinary people.

While appreciating on these steps I must draw your attention to one area of neglect. The problems related to thousands of employees working in the catering sections in the railways are not given serious consideration. There are moves already underway for privatising the Catering departments. In many of the divisions catering work has been already privatised. This will cause serious problems to thousands of workers whose job security is in danger. I urge upon you to rectify this on the wider interest of the workers.

The State of Kerala contributes much to the revenue generation of railways. It is also a fact that Kerala lacks much in terms of Railway development which in fact is a major roadblock in the overall development of the State's industrial and economical development. Kerala has always been discriminated in this respect. Though the people of Kerala was expecting a better treatment this, the announcements made in the Budget were not satisfying. Therefore, I request you to make review and take steps to allocate funds adequately for the railway development in the State.

The Shornur-Kuttippuram Doubling work which expected to be completed by the year 2005 has not been allocated sufficient funds in this Budget. The Shornur Triangular Railway Station is one of the most important projects in the State. The land for the project is available. The present Bulb Line cannot substitute the triangular station. So sufficient funds would be allocated for the project.

Sir, I am constrained to state that the Officials in your Ministry is behaving in an irresponsible way in taking decisions related to Railways. I might sight some examples:

1. The Officials in the Southern Railway have decided to remove the parcel booking facilities in the Taluk Head Quarters, Ottappalam and Vadakkanchery causing lose of jobs and livelihood of many workers.
2. There is a move to remove the existing stop at Ottappalam for the Mangalore-Chennai West Coast Express (6627/6628).

3. There is move to change the timing of the train No. 6525/6526 Island Express, Kanyakumari-Bangalore. It will cause serious inconveniences to the commuters and hence I request you to take steps to stop any such move.
4. There is a move to shift the Coach Repair Shed from Shornur. Earlier the Loco Shed at Shomur was shifted to Tamil Nadu. I request you to take steps so that this is not repeated again in this case.

I once again request to rectify the above anomalies.

*SHRI B. MAHTAB (Cuttack): Sir, At the outset, I may mention that by presenting his maiden Budget for 2004-05, Shri Lalu Prasadji have virtually followed the footsteps of his predecessors, Sri Nitish Kumar, who too in his 2003-2004 Budget did not go in for any freight or passenger fare increase, while not tinkering with rate, Shri Yadav has at the same time not succumbed to the temptation of announcing new schemes with large outlays that would have put a drain on railway finances. The only exception however was the announcement of a feasibility study for a wheel plant in his constituency, Chapra.

There are several announcements on upgradation of railway services for both passengers and freight users and the expected dose of welfare measures such as handicapped-friendly stations, better amenities for women travellers and concessions for war widows. By not touching the fares or freight charges, the Railways is expecting an increase in business, which in turn, would translate into better revenue flows for the organisation.

One can understand that while passenger movement is expected to go up by three per cent, the freight target has been enhanced from 557 million tonnes last year to 580 million tonnes in the current year. In terms of earnings, the increased business is expected to translate into 3.56 per cent increase from Rs. 13,460 crore for 2003-04 to Rs. 13,940 crore from passenger services. Freight earnings are expected to rise six per cent from Rs. 27,115 crore to Rs. 28,745 crore. The gross traffic receipts of the Railways are expected to climb from Rs. 42,605 crore to Rs. 44,902 crore.

The improved finances are expected to translate into a better operating ratio, that is, the amount of money spent by the Railways to earn every Rs. 100 is at 92.6

per cent, which is the same as the revised figure for last year. The Interim Budget had predicted a worsening of the operating ratio at 93 per cent for 2004-05.

When we are discussing the financial position of the Railways, we should also become aware about the dependence on Exchequer for financing Railway plans are on the rise. This is contrary to the stated objective of making the Railways a self-financing, commercial undertaking. During the current fiscal, the Centre's Budget support of Rs. 7020 crore is expected to finance 48.4 per cent of the Railways total plan size of Rs. 13,918 crore. This is 3.5 times the level of Exchequer funding which was Rs. 1992 crore in 1997-98, even as the resources mobilization have gone up by just Rs. 576 crore over the period.

Unfortunately, the Railway Minister has not addressed the financial issues at all. There are no attempts either to simplify the commercial rules and procedures, which are cumbersome and archaic and lock up huge amounts of money in litigation for years. Nor any attempt been made to introduce radical measures as flexibility in rates or progressive segregation of the passenger and freight corridors as the operational and technical requirements of heavy duty goods trains.

The safety issues have been addressed, but in the same old fashion, without any direction. The need for bolder action springs from the current and prospective size of the investment the Railways needs—the 153 year old, 1,00,000 km long network needs huge amounts in the next few years for wagons, locomotives, coaches, bridges and more lines as also to improve capacity and safety. Repairs are needed for at least a third of the tracks that have been the cause of innumerable accidents, claiming thousands of lives.

I would like to draw the attention of the Minister about safety of rail passengers. Does the Railway Minister realise the cross-subsidisation of passenger services by freight has reached unacceptable levels and though a full 60 per cent of all trains run on Indian Railways carry passenger traffic, they produce only 28 per cent of the revenue. Further, more passenger trains means more coaches being pressed into service, which implies withdrawing them from the maintenance pool, thereby cutting down on safety levels and risking accidents that ought to be avoidable.

The overemphasis on passenger traffic overlooks the fact that the Railway has always survived on freight which,

*Speech was laid on the Table.

[Shri B. Mahtab]

though accounting for only 40 per cent of all traffic earns 72 per cent of the revenue. And I may mention here that East Coast Railways contributes tremendously to the earnings of the Railways.

I would like to draw the attention of the House towards another important matter. It is regarding the relevance of the rail Budget. No doubt presenting a Rail Budget every year has become a custom but is it necessary? I think some day this question would be debated in this House. The announcements that have been made by the Rail Minister the other day, could have come easily by him or Railway Board Chairman at any time during the year as these pertain to improvement in services and facilities offered to the Railway users. Why should these have to be announced in a Budget speech? Out of 44 pages of Rail Budget speech of the Minister only seven pages contained the crucial aspects of the Railway Budget for 2004-05, namely the revenue and expenditure estimates, additional resource mobilisation efforts and the annual plan outlay for the current year. The remaining 37 pages contained the elaborated listings of the new towns and villages which are going to be surveyed for new lines, new train services and new passenger facilities of the kind explained earlier. This sums up the completely misplaced priority of the Ministry and the Minister. There is another reason to put an end to this meaningless ritual. If you compare the rail receipts which is estimated to be Rs. 42,605 crore last year with the net sales of some of India's top companies, one would realise that how small Indian Railways has become as an economic entity. There are at least five companies, which have a higher turnover than the Indian Railways gross traffic receipts. Of these, four are public sector companies, functioning under the administrative control of the Ministry of Petroleum and Natural Gas. If these companies can do without the fanfare of an annual Budget exercise, there is no reason why the Indian Railways too cannot maintain a low profile? True, Indian Railways is not a PSU, but certainly it can function like one.

One may remember that there was a time when Department of Telecommunication also used to table in Parliament separate Budget statement on its revenue, expenditure and new tariff proposals along with the presentation of the Union Budget. That practice was done away with in the 1980s.

[Translation]

SHRI KISHAN SINGH SANGWAN (Sonapat): Mr. Chairman, Sir, I would like to say that the Railway Budget

2004-2005 presented by the hon. Railway Minister, Shri Lalu Prasad on July 6, 2004 is like 'old wine in a new bottle', rather it is almost a repetition of the Railway Budget presented previously by Shri Nitish Kumar, though with some addition and alterations. The State of Haryana has been totally neglected in this Budget and not a single new railway line has been proposed for Haryana.

MR. CHAIRMAN: The Budget does not belong to any individual, it belongs to the Government.

SHRI KISHAN SINGH SANGWAN: There is no proposal of doubling of railway line, gauge conversion or electrification not even a mention of any new station has been made, rather nothing new has been proposed for Haryana. Haryana surrounds Delhi on three sides and Delhi is the capital of our country and everyday almost five lakh people travel to Delhi from Haryana, be it employees, businessmen, students, middle-men or fruit-vegetable sellers. Trains are normally jam-packed. Though, all the trains pass through Haryana, yet, the people of Haryana suffer. Almost all the important trains, be it express or other have no stoppage in Haryana. These trains are often over-loaded. Even in electric-trains people travel on roof-tops.

Train service is very poor in Haryana and we have been crying for the last 20 years. Last year Shri Nitish Kumarji listened to our problems and he did something for Haryana whereas this year it has been totally neglected. Last year, Nitish Kumarji had approved two rail lines, namely-Jind to Sonipat and Rohtak-Rewari-Jhajjar line. Jind-Sonipat project was estimated to cost Rs. 190.81 crores whereas a provision of only Rs. 3.89 crore has been made for it. By doing so, he has made a mockery of us. For Rewari project, a provision of Rs. 3 crore only has been made against estimated cost of Rs. 149.38 crore. Train service is mainly meant for the common-man and the poor. The demand for trains is increasing with the increase in population. An old saying regarding railways goes that-'only lucky people get a taste of potato-curry, suffer from cholera and enjoy train-journey'. Train journey was considered safe and comfortable, cholera cause painless and quick death. Train journey was considered cheaper and also safe.

SHRI MOHAN SINGH (Deoria): Please connect Lalaji's train with it.

SHRI KISHAN SINGH SANGWAN: Now things have taken a U-turn. 35 percent part of Haryana falls in NCR, therefore, in view of increasing pressure of influx of people

into Delhi, there is a need to provide more railway facilities to Haryana. Last year, Shri Nitish Kumarji evolved a formula for ensuring transparency so that each State gets equal share. He stated that, State who's area is 15 per cent and population is also 15% and 75 per cent project-work is unfinished, will be provided funds as per that formula. But, this time, Haryana has been totally neglected.

I would like to highlight the problems of Haryana. Shri Laluji had written letters to all the MPs asking to highlight problems of their respective constituencies. I also wrote a letter to him and had even met him and apprised him of problems of my area. I requested him to increase budgetary provision for Jind-Sonipat and Rewari-Rohtak lines. Bahadurgarh, Sonipat and Gannaur are such cities where the station is located almost in the heart of the city and the population settled in either side of the lines has registered an increase. I had demanded a foot-over-bridge and setting up of a Booking Office for reservation facilities. But nothing has been done so far. Bahadurgarh, Julana, Gohana and Rohtak stations should be modernized. A train from Bhiwani to Jammu via Gohana should be started. Certain mail trains do not stop in Haryana; they should be provided stoppage. Himalayan Queen, Bhatinda Express, New Delhi-Amritsar Express, Unchahar, Barauni Express, Shan-e-Punjab, Flying Mail should be provided stoppage at Sonipat, Narela and Gannaur. I had demanded a new Inter-city Express from Gohana to Delhi via Rohtak. 4521 UP/Down Inter-City Express should be provided halt at Sonipat. A new passenger train should be started between Jind-Safido and Panipat. Since independence there has been only one train on this route. Therefore, one more train should be provided. There is no train between Delhi and Sonapat from 8 o'clock in the morning to 2 o'clock in the noon so a new train should be started up to Gannaur. I would like to request Shri Laluji to look into it. Encouraging use of 'Kulhar' is a praise worthy step taken by the hon. Minister of Railways.

Many a milk-men go to Delhi for selling their milk. They are allowed to carry only 40 Kgs. milk and they are charged fare equal to one full ticket. I would request him to permit them to carry 100 Kg. milk which will be beneficial for them.

Sir, I am thankful to you for having given me time to speak.

[English]

*SHRI MANJUNATH KUNNUR (Dharwad South): Sir, the Railway Budget-2004 just presented is no more than

populist, rhetoric, appealing to the masses. It has no worthwhile proposal, vision or a sense of determination to raise funds. To raise funds not for the new projects but for keeping the on-going projects barely moving. There is no attempt to raise additional resources to address core problems confronting the Railways. Track renovation, safety, upgradation of signalling and communications aspects. The UPA Government in power thought it prudent to keep things static for some more time till the forthcoming elections to State Assemblies in Maharashtra, Bihar and later elsewhere. Further, a modest revision upwards in passenger fares would have made Railways committed to provide added amenities and safety.

The Rakesh Mohan Committee had deeply gone into the problems afflicting Railways for so long and has come out with a set of recommendations. Precisely the Rakesh Mohan Committee wanted to Railways to be run on commercial lines and generate internal resources to embark expansion. The charity or social (Dharma Dan) content of Railways operations were to be restricted to a minimum level. Yet there has been no attempt to compartmentalise these two functions as a result the social compulsions have transgressed much deeper into the gains earned over commercial endeavours.

The Railway Minister in his long-winding speech, which is replete with mundane matters on introduction of new trains etc. has cleverly injected jocular proclaiming his will to introduce Kulhar (Earthen cups) on trains and stations and also using Khadi for Railway Linen. He wanted to switch over to a bio-friendly item (Kulhar) which too takes almost ten years to break into pieces and disintegrate totally. What about packing drinking water in eco-friendly containers replacing the present PET bottles? Why not extend this Kulhar concept to leaf cups and leaf plates for serving food in rails.

There is no specific proposal for improving hygiene and cleanliness in Railway coaches or station premises. Upkeep of rakes, its regular cleaning and replacement of broken or damaged window panes etc. need to be taken up seriously.

The hon. Railway Minister has confined his attempts on enhancement of safety measures to deployment of RPF/Security personnel on running trains. This step could at the most save the travellers from the incidence of theft and dacoity on running trains which have become frequent in stretches along Bihar and West Bengal. One of the factors affecting the safety of the passenger and his luggage is the overcrowding in compartments and

[Shri Manjunath Kunnur]

free movement of unauthorised hawkers, vendors and even beggars. Whether deployment of RPF/Security personnel on running trains will keep a check on overcrowding and movement of vendors/hawkers/beggars in running trains is highly suspect.

There is no mention about the status of the Railway Pension Fund or its accumulations to take care of the liabilities arising from payment of pension to retired employees. There has been some attempts in the past, on the advice of actuarial consultants, to create a dedicated pension fund for Railways, to honour pension disbursement commitments timely. Nothing has been mentioned in the Budget speech. It is a startling revelation that a major part of the Railways operational earnings are used to settle pension payments in a casual and cavalier manner. It is feared that by 2020 more than 60% of railways operative earnings will have to be set apart for pension payments.

Construction of Konkan Rail Line was considered as engineering feat. KRC has since come a long way to break even and has introduced new safety concepts. KRC engineers have developed an anti-collusion device earlier which is now put on extended use elsewhere. In the wake of recent Matsyagandha Express derailment, due to landslides and rolling down of boulders on tracks, KRC has put in place a new device called Safety Net (Rakaha Daga) which prevents loose boulders rolling down the slopes onto tracks. But this accident has highlighted the necessity of enforcing safety norms strictly. Track renewals and track patrolling by gangmen during rain season should be intensified and gang staff should be provided with walkie-talkie sets to alert incoming trains.

There has been a large number of railway bridges classified as 'distressed' having been build during the pre-independence era. There was a spate of accidents involving such bridges and it was felt to re-build them fast. No sizeable appropriation of funds seems to have been made for this work under the current Budget.

My constituency falls under the newly carved out South West Zone headquartered at Hubli an important commercial and industrial centre in Karnataka. For many years no, the slow process of Hubli Railway Workshop modernisation is on. Yet no substantial funds were allotted to speed up and complete the project. Since there is no new proposal to generate additional funds to take up on-going projects has been made in this Railway Budget. I better keep silent on this issue rather than eliciting a negative answer from the Government over this issue.

A part of Central Road Funds was supposed to be spent on building railway/road over/under bridges in high-density traffic intersections. Road intersections at manned level crossings in urban areas create traffic jams and snarls causing wastage of fuel (on idling motor vehicles and trucks) apart from accidents. Many such locations were identified to be take up for construction of over-bridges. Haveri town in my constituency is a District Headquarter and a trading centre, handling agri-produce like cotton and chilli on Hubli Bangalore section with NH-4 running parallel to rail track. The under-bridge on this location adjoining Haveri Railway Station has long back outlived its utility due to water-logging and accumulation of garbage and silt flowing in with rain water. This under-bridge passage has become unusable and at times even posing danger to users and vehicles. The State highway passing along Udaya Nagar/Vijayanagar joins the NH-4 after crossing the track southwards and this intersection also causes traffic blockade due to frequent passage of trains both goods and passenger. To overcome this the residents of Haveri town had earlier proposed construction of a railway overbridge. Members of Haveri merchants Association who engage in trading of bulk agri-produce every day at the APMC market yard located north of Haveri Station have also been clamouring for such an over-bridge facility. This is a project of utmost public priority for the people of Haveri town, including its trading community and I urge the Government to ensure that adequate allocations be made for the current year to take up and complete the project.

Since the Government would be fund-strapped for want of additional revenue generation through upward revision of passenger fares, freight and exploitation of surplus land holdings and abolition of concessions and privileges granted with populist intentions, it would be futile for me to expect improvement on passenger amenities and comfort/safety both on running trains and in station premises.

I am afraid instead of upgrading railway facilities in Bihar to national standards, the Minister is deadbent on down-grading the national standards to Bihar-standards. At this rate, the Indian Railways will soon turn out to be a Bihar Government Undertaking.

The following points should be given priority.

Change of jurisdiction between Mysore Division and Hubli Division. The existing system is not functioning well. Mysore is in South Karnataka. Hubli is in North Karnataka. There is about 400 kms. distance between Mysore and Hubli. Hence, there is a need to reorganise the jurisdiction.

Natural flyover at km. 395.60 at Haveri District Headquarter.

Stoppage at Byadaji. Byadaji is a taluk Headquarter having international chilli market. It is most inconvenient for Byadaji people and businessmen. Hence Janashatabdi and intercity trains may be stopped at Byadaji.

(SWR). South Western Railway Zonal Office is established in Hubli about one year back. Full fledged zonal office to function at Hubli (1) Traffic Accounts (2) Construction (3) Stores.

As the SWR Zonal office is at Hubli, the Railway Recruitment Board should also be stopped from Bangalore to Hubli immediately.

Hubli—Ankola new Broad Gauge line. Gauge conversion work on Gadag-Bijapur section. More funds to be released so as to complete by 2005.

The following new lines may be proposed which contribute much for the development of backward areas.

Bankapur Cross (NH 4) to Jath in Maharashtra via Gadag NH 13.

Bankapur Cross to Kumata (Konkan Railway).

Haveri to Kumata via Hanagal and Sirsi.

Byadagi to Shimoga via Hirekarur, Sikaripur.

The following gauge conversion works to be taken up on war footing for an early completion.

Bijapur-Gadag,

Mysore-Chamaraj Nagar,

Hassan-Mangalore,

Shimoga Town to Talaguppa.

Haveri is a Dist. Headquarter. The people of Haveri town are pressing for rebuilding the existing under bridge and demanding for natural flyover bridge at Km. 395.60 at Haveri. The people and businessmen are cursing on MLAs and MPs and municipality and local Government. I am ready to pay Rs. 20 lakh out of my MP Fund towards construction of that flyover. Hence it may be taken up on top priority and urgently.

#Mr. Chairman, Sir, I thank you for giving me an opportunity to present my views on the Railway Budget for the year 2004-05.

A railway under bridge has been constructed towards south (towards Bangalore) of Haveri Railway Station. Unfortunately due to faulty planning, i.e., without even footpath water is stagnating there at the Havanoor Ekkambi road. This has adversely affected the business of the district centre agriculture produce marketing at the eastern part of the railway line.

Five years ago a plan was prepared to construct an under drainage through pipe at a cost of Rs. 46 lakh. The purpose of this drainage system was to allow the water to flow freely towards Virapura road channel.

One narrow under bridge (10' or 12' width x 8' or 10' height) has to be constructed immediately across the road which is next to railway under bridge. This will enable the free flow of all type of vehicles like two wheelers, three wheelers, four wheelers etc. and there will no traffic jam.

The narrow drainage cum two and three wheeler road under bridge is totally useless. The affected population of Nagendramatti and Hosanagar is about 20,000. This is towards north of Haveri railway station. A natural unmanned level crossing should be constructed towards north to avoid all this inconvenience. A railway over bridge can be constructed. A natural over bridge should also be constructed at the Poona-Bangalore National Highway No. 4 and opposite to G.H. College which will lead to Havanoor Ekkambi road. Or a shed should be constructed on the second platform of the Haveri Railway Station. This is towards south of Hukkerimuth. One foot over bridge has to be constructed very soon to allow pedestrians to move freely towards platform numbers 1, 2 and 3. All express trains should be stopped on platform No. 2, and other alternative measures have to be taken to avoid inconvenience to the old, women, travellers till the construction of foot over bridge is completed.

The old shed between railway line No. 3 and 4 of the Haveri Railway Station should be renovated without any further delay. Tar road should be made between railway line No. 4 and 5 such that goods vehicles can move without any hurdle. There is only one inward and outward gate at the Havanoor Ekkambi road. The gate through which goods are carried through railway line No. 5 should be made incoming gate. The present in and out gate should be made outward gate. This will help the transporters who earn about Rs. 8 crore each year.

Train no. 597-598 runs between Hubli and Harihara. Similarly one more twice daily push pull train should be introduced and it should be extended upto Dahanagere.

[Shri Manjunath Kunnur]

The Divisional Railway Manager's office is in Mysore and it controls all trains and railway system of our district. This is most inconvenient to the people of my district. Therefore, the control of the railway stations of Chalageri, Ranibennura, Devaragudda, Haveri, Kajagi, Kalasura, Savanura, Yalavigi should be transferred to Hubli DRM with immediate effect. The computer system which is functional only between morning upto 2 PM should be available the whole day. The trains which are going directly towards Trivandrum and Calcutta should be made available to the people of my constituency.

Byadagi is famous for its chilly. It has an international chilli market. Hence trains like Janashatabdi and intercity should stop at Byadagi station.

Railway system started a century ago. In fact today the progress of any country depends upon its railways.

On July 7, 2004 the hon. Railway Minister has presented his first Railway Budget in this august House. It appears that he has presented this Budget keeping in view the coming State Assembly elections in Maharashtra and Bihar. He has announced the sanction of a wheel manufacturing factory to his State. But strangely the BEML wheel and axle plant at Yelahanka could give the expected production. This aspect has not been taken into account by the Minister. This BEML factory should be modernised immediately. Very good quality railway coaches can be manufactured in Bangalore but this fact has been ignored. Rakesh Mohan Committee gave its recommendations long ago. But the Centre is silent about this. Also there is no attempt to raise additional resources to address core problems such as safety, track renovation etc. confronting the railways.

The railway under bridge should be renovated and the natural fly over bridge should also be completed during the current financial year. This is the long cherished dream of the people of my constituency. In fact Sir, I am prepared to provide Rs. 20 lakh from my MPLAD fund for this purpose.

I am confident that hon. Railway Minister would take into consideration all the points that I have raised and take necessary steps to improve railway services in Karnataka State and particularly in Haveri district.

[Translation]

*SHRI DHAN SINGH RAWAT (Banswara): Sir, I would like to submit the following proposals for kind consideration of the hon. Minister:

*Speech was laid on the Table.

1. Provision for broad gauge conversion of Ajmer-Udaipur line be made in this very financial year and it should be completed within this year.
2. A Budget provision for converting Udaipur-Ahmedabad via Himmatnagar rail line into broad gauge should be made.
3. A new rail line whose survey was carried out last year be laid between Ratlam, M.P. to Udaipur via Banswara and Dungarpur within the current financial year and a new train service should be started on this line.
4. A survey should be conducted to lay a new rail line from Chittor to Dahod via Pratapgarh, Banswada.
5. Container Depots should be set up in Debari and Umrana in Udaipur so that mine-products of this division could have access to international market.

Therefore, I would request you to urge upon the hon. Minister of Railways to take up some projects in Udaipur division of Southern Rajasthan so that tribals living in this area can have an opportunity of seeing the train and the public can avail railway facilities. Through you, I once again request the hon. Minister of Railways, Shri Lalu Prasad to meet my above demands.

SHRI PARAS NATH YADAV (Jaunpur): Mr. Chairman, Sir, I am grateful to you for giving me an opportunity to speak on the Railway Budget. I would like to thank the hon. Minister because since independence.
...(Interruptions)

MR. CHAIRMAN: Time allotted to your party is over, so, you complete your speech within 2 minutes.

SHRI PARAS NATH YADAV: Mr. Chairman, Sir, I will take only 2-3 minutes.

Mr. Chairman, Sir, since independence Railway Budget is presented each year. For the first time, justice has been done to the rural India in the Budget. 50 percent of our population is living below poverty line and their interests have been taken care of in this budget. The Government have taken many a praiseworthy steps, be it switching over to use of Kulhars, providing passes to coolies, reducing freight rates, allotting book-stalls to unemployed youth or free-rail-passes to candidates going for interviews or tests. hon. Minister of Railways deserves congratulations for all this.

Mr. Chairman, Sir, I would conclude my speech with 2-3 suggestions. In fact, Members speaking last get very less time. A rural saying goes, "Age basei jo goid dhotel." Thus only leaders get time to speak in the beginning and they get sufficient time. Our Railway Minister is born in village. Our forefathers have said, 'only the wearer knows where the shoe pinches' and our hon. Minister has taken a bold step by presenting such a Budget.

I come from district Jaunpur which is the largest district in U.P. and is advanced in the field of education as Asia-fame Poorvanchal University is located here. Just now, a leader from my party Shri Mohan Singhji has said that Bihar has been connected to U.P. via Deoria, Gorakhpur and Gonda. Banaras is a holy and historic city. Rajdhani Express has a direct route for Jaunpur, Lucknow via Banaras-Mugalsarai. But this train does not stop there. Earlier, merely erecting an electric pole in a village, whether electricity was made available or not, was considered that the said village has been electrified. But what is the use, though the train passes through this route yet it does not stop. I would request the hon. Minister of Railways that keeping in view the interests of the people of Jaunpur, Rajdhani and Takshshila Express trains should be provided a stoppage there. There are two railway stations in Jaunpur namely, Bhandari and Jaunpur city which connects Sultanpur to Banaras directly. Lucknow-Banaras trains pass through city station but this station is in a pitiable condition. There is no waiting room there. Though one very old waiting room existed which has been occupied by GRP. Passengers wait outside. Therefore, a waiting room may be constructed at the city station. Shramjeeve Exp. arrives at 1.30 in the night where can the passengers go at such an odd time. Therefore, my submission is that a waiting room should be constructed at this station.

Mr. Chairman, Sir, 80 per cent people of Jaunpur go to Mumbai to earn their livelihood. There is long standing demand of the people to start a new train between Jaunpur and Mumbai. Earlier too, I had demanded for it and I would again request the hon. Minister to start a new train from Jaunpur to Mumbai.

Further, Allahabad, say Prayag is a pilgrim centre, that should be connected to Jaunpur. Two passenger trains one in the morning and other in the evening, run on this route. One more train, namely, Godan was introduced during intervening time. But, since the track is not traffic-worthy, a tragedy may occur on this route. Therefore, my submission is that the track near Janghai station, which falls on Jafferabad-Allahabad route, should be strengthened.

Further, I have a special request—please connect Banaras with Allahabad-Mugalsarai via Mirzapur electrified line. In fact, this electrified line does not touch Banaras. If Banaras is directly connected to Allahabad Bhadohi a prominent centre of carpet industry, as it is mainly known the world-over for it, will get a boost. Though, these day, the said industry is in doldrums, yet, Bhadohi earns maximum revenue. If this line is electrified, it would provided a direct connectivity. With these words, I support the Railway Budget and also congratulate the hon. Minister of Railways.

[English]

MR. CHAIRMAN: Now, Shri N.Y. Hanumanthappa.

[Translation]

SHRI AVINASH RAI KHANNA (Hoshiarpur): Mr. Chairman, Sir, my name was in the beginning how it gone in the last. I, too, should be given two minutes to speak.

[English]

DR. ARUN KUMAR SARMA (Lakhimpur): Sir, we have given notices. So far we have not been given a chance. Our Party has not exhausted the time.

[Translation]

MR. CHAIRMAN: Members from your party have just spoken.

[English]

SHRI N.Y. HANUMANTHAPPA (Chitradugra): Sir, at the outset, I would like to congratulate Shri Lalu Prasad for having presented a people's Railway Budget. Of course, I am supporting the Budget. It is not only a welfare Budget, but also it has the spirit of heralding social justice. It is aimed at distributing the opportunities to all the sections and regions equally. It is aimed at less burden with more comforts to the passengers.

MR. CHAIRMAN: Is it a written speech?

SHRI N.Y. HANUMANTHAPPA: It is not a written speech. I have jotted down some points. That is all.

By suggesting to introduce khadi in place of linen in the bogies and earthen pots, in his own way he has tried to put into reality some of the dreams of Mahatma

[Shri N.Y. Hanumanthappa]

Gandhiji, the Father of the Nation. If the philosophy of socialistic democracy has any meaning in our polity, then the present Budget deserves to be accepted and acted upon.

It is a boon to khadi and village industries as it assures self-employment to weavers, earthen pot makers, small vendors in milk and other products. Conservative thinkers may not support the Budget outwardly, but inwardly they have no alternative but to appreciate the task chosen by Shri Lalu Prasad.

Sir, though the Budget is trying to improve many sectors and segments, in case of my State, that is, Karnataka, there is a little disappointment as works suggested to be undertaken are only a few when the works expected to be executed are more. ...*(Interruptions)*. Sir, shall I proceed? I stopped because the conversation is going on.

MR. CHAIRMAN: Yes.

SHRI N.Y. HANUMANTHAPPA: I would like to request the Government, particularly Shri Lalu Prasad, to direct the concerned to carry out the works in my State, that is, the State of Karnataka.

Firstly, I would request the hon. Minister to undertake to launch a new railway line between Tumkur and Chitradurga *viz* Sira and Hiriyur because that is a demand pending for a long time.

There is a place called Chitradurga and it is situated between Tumkur and Bellary, consisting mostly of poor and down-trodden families. Neither do they get trains nor do they have food to eat. Six years ago, there was a proposal to have a railway workshop at Chitradurga but unfortunately with the change in the Government, that was dropped. Now, I am requesting the Government to ponder over starting a workshop. Already, 200 to 300 acres of land have been acquired by issuing a formal notification but somehow that has not been brought into force.

My next request is to improve and extend the railway facilities at Chitradurga and Bellary because huge quantities of iron ore and mineral ores are transported from Bellary and Chitradurga to the Goa port. The bogies used for trains from Chitradurga to Rayadurga and Bellary have to be modernised.

The Motkalmuru railway station has no berths at all. I would request the hon. Minister to introduce at least one or two berths and open a reservation counter there.

There is a station called Jasdurga Road Railway Station and the Inter-city train between Bellary and Hubli touches this station. Hundreds and hundreds of coconut merchants have to go to Bombay from here but unfortunately there is no stop at Jasdurga Road Railway Station. So, I would request the hon. Minister to think over this and instruct the driver to stop train here for at least two minutes.

While allotting book shops and canteens in all the railway stations in the country, preference should be given to unemployed youths belonging to Scheduled Castes, Scheduled Tribes and other backward castes of that area. Passes issued to students for attending schools and colleges should be made free and issued on the basis of certificates issued by the institutions concerned. Each region should have its own Recruitment Board and its selection committee should have two or three local members.

[Translation]

SHRI GANESH PRASAD SINGH (Jahanabad): Mr. Chairman, Sir, I would like to thank you for giving me an opportunity to speak on the Railway Budget. I would also like to thank hon. Minister of Railways for creating the employment opportunities for lakhs of poor people in the country by taking such measures as the introduction of Kulhars entailing the earnings for potters and the supply of the Khadi textiles for furnishing Railways, immediately after taking over the charge of Ministry of Railways. He deserves a lot of praise for it.

Sir, the steps like introduction of Kulhars and Khadi in Railways were taken very lightly by several Members but I would like to remind them that this was the vision and dream of Mahatma Gandhiji who had conceptualised the use of Khadi and Gramodyog for joining lakhs and crores of people with Swaraj and providing employment opportunities to them, these measures went a long way to attain independence and to help the people. Similarly the hon. Minister has taken these steps to realise the dreams of Mahatma Gandhi.

18.28 hrs.

[MR. SPEAKER *in the Chair*]

Mr. Speaker, Sir, Indian Railways has a long history, Indian Railways is working as a bond to unite the people all across the country following different religious and cultural patterns. Hon. Railway Minister has explicitly expressed his ideology through this Railways Budget. He

has taken a commendable step of providing free railway pass to travel for the poor like coolies and Khalasi and to protect their interests.

Sir, several hon. Members have pointed out that no new trains have been introduced in this budget even though dozens of new trains have been introduced in the budget. Sir, through you, I would like to say that this budget has been the result of such meticulous planning that no increase in the passenger fares or freight rates has been made which is good for common man. Hence hon. Minister of Railways is worthy of appreciation.

Sir, through you I would like to say that people have great faith in Railways. They reach their destination safely. However this faith received a jolt after the incident like Godharas and the safety of railway journey comes under the scanner. Hence in order to avoid the recurrence of the incidents like Godhra, there is a need to hold a thorough probe into this incident.

Sir, there is also a need to replace the old railway tracks that are in a dilapidated condition so as to avoid accidents. In brief I would like to state. ...(*Interruptions*)

MR. SPEAKER: Time is over.

SHRI GANESH PRASAD SINGH: Mr. Speaker, Sir, I hail from Jahanabad in Bihar. there is a need to lay a new railway line between Beehata to Anurag Narayan Road in that area. The construction of the said railway line can connect three districts and the people of all the three districts can be benefited from it. There is a Railway line between Fatuha and Islamabad in my constituency and the trains are running on it but there is no such facility upto Gaya. Hence I would like to request that there is a need to extend this Railway line upto Gaya. I would also like to request and suggest that there is a need to provide railway service in district Arbal where a reservation Centre has been set up. The people are also demanding for the same. Along with this, I would also like to say in brief that there is a need to extend some trains running between Patna and Gaya upto my constituency and also to provide stoppage to trains that pass through from here. This would not put any additional financial burden on Railways.

Sir, through you, I would like to draw the attention of the hon. Minister of Railways towards the slow pace of work of doubling of the Patna-Gaya Railway line. I would request the hon. Minister to expedite this. The doubling has taken place between Patna and Taregana

but no doubling has taken place between Taregana and Gaya. Doubling between Taregana and Gaya should be undertaken immediately and there is a need for the electrification of this segment.

Mr. Speaker, Sir, I once again thank you for providing the opportunity to speak.

(English)

MR. SPEAKER: Thank you very much for your kind cooperation.

...(*Interruptions*)

MR. SPEAKER: Shri Subrata Bose. You have been given four minutes.

...(*Interruptions*)

MR. SPEAKER: He is a new Member. Please allow him to speak.

...(*Interruptions*)

*SHRI ANIL BASU (Arambagh): I lay following points in regards to discussion on Railway Budget.

At the outset I thank Hon'ble Shri Lalu ji for presenting the balanced growth oriented Railway Budget.

A large part of my constituency Ghatal Assembly and Chandrakona Assembly Constituency do not have a single KM of railway line even after 57 years of Independence.

I, therefore, urge upon you to sanction feasibility survey of a new railway line from Panskura-Ghatal-Chandrakona road widen South East Railway. Next I would request you to kindly sanction Doubling of Nalikul to Tarakeswar section of Sheoraphully-Tarakeswar doubling of Railway Line Scheme of Howrah Division under East Railway.

Further a survey for construction of a new railway line connecting Suderloan area of South 24 parganas district to boost up tourism in that area.

I shall be extremely grateful if Shri Lalu ji kindly consider and sanction above schemes on priority.

*Speech was laid on the Table.

*SHRI SAMIK LAHIRI (Diamond Harbour): I urge upon the Hon'ble Railway Minister to consider the proposal for setting up of new railway line from Budge Budge to Kulpi via Raichak and Diamond Harbour. This is a long pending demand of the area. Survey may be conducted in this regard. I request the Railway Minister to take up the project of doubling the railway line in Barmipur and Diamond Harbour. A computer booking centre must be opened at Amtala, South 24 Parganas to cater the need of the vast areas.

I hope the Hon'ble Railway Minister will accept the above mentioned proposal and oblige the people of my constituency.

SHRI SUBRATA BOSE (Barasat): Sir, I thank you for giving me this opportunity to rise, for the first time, in this august House to speak on the statement of the estimated Receipts and Expenditure of the Government of India for the year 2004-05 in respect of Railways presented before the House by the hon. Minister of Railways.

At the outset, I would like to congratulate the hon. Minister of Railways for not increasing the passenger fares and the freight charges. I think, he deserves appreciation for this. Although I wonder what will be the sources for meeting the huge deficit of the Railways, I hope when the hon. Minister for Railways replies to this debate, he will give us some idea of it.

I think, the hon. Minister has also very rightly pointed out that greater attention has to be given to the question of safety and security of passengers.

This has been the concern for many of the railway passengers for quite some time that although they have been paying quite high fares, they are very much worried when the State border changes. They are not very sure whether they would reach their destination safely or not. It is not only a question of providing more safety and security in the trains but also it is a necessity to ensure that greater attention is given to proper maintenance and security and safety of railway lines as well as the railway equipment. I hope that the hon. Minister will give his attention to this matter.

There are certain other aspects also to be considered and attended to, particularly the matter of unmanned railway level crossings. These are causing quite a number of accidents in all parts of the country. I hope that the hon. Minister will try to see that as many unmanned

railway level crossings as possible are given manning within a reasonable period of time. I know there is a constraint of finance and money. But I hope that the hon. Minister will give attention to this aspect.

Although I welcome the decision of the hon. Minister to introduce khadi in the trains, certain questions have been raised which I have read in the papers about the safety of this type of cloth. I think some people have said—and it may be right—that khadi is very combustible and it may attract fire or increase the fire hazard. I hope that the hon. Minister for Railways will consider this point.

[Translation]

SHRI ANIL BASU (Arambagh): This is wrong.

[English]

SHRI SUBRATA BOSE: I do not know whether this is correct or not. But since some questions have been raised, I hope the hon. Minister will consider this aspect. Of course, I for one will welcome certainly the use of khadi in the Railways.

May I also draw the attention of the hon. Minister to his decision to break the monopoly of A.H. Wheeler and Company in respect of the bookstalls which are installed in the railway stations? One thing is there. I think the name denotes that it is a foreign company. It was at one time a company which was owned by, perhaps, Englishmen, at least definitely foreigners. But this company has been Indianised for a very long time and they have been very efficiently putting up the bookstalls. I hope that while giving chances to others, the hon. Minister of Railways will kindly ensure that the quality of the bookstalls in railway stations remains as good as the present one of A.H. Wheeler and Company.

Since the time is very limited, may I just draw the attention of the hon. Minister of Railways, through you, to a few popular projects concerning or relating to my constituency? Many of the senior members, I am sure, will remember the late Chitta Basu. The late Chitta Basu who was the leader of the All India Forward Bloc was representing the Barasat parliamentary constituency. This time, I have the fortune to come to Parliament from this constituency. At his instance, a project of doubling the railway line from Sealdah to Bongaigaon was approved by the Railways. It is more than eight years that late Chitta Basu has died; but the work remained half-done

up to a station called Habra. For many, many years we have been waiting for this project to be completed. I would request the hon. Minister of Railways to ensure that this is completed early. I have also written to him on this subject that this project, which was the dream and the desire of late Chitta Basu should be finished as early as possible.

I think, this will serve the need of the people of that area. This is in the Eastern Railway and connecting Kolkata with North 24 Parganas' towns.

Before I resume my seat, I would like to say one more thing. There is another railway line which passes through the main district town of North 24 Parganas, Barasat, which is a very crowded city, very populated. I think, for the safety of the people of Barasat, there is a need for building or constructing an over-bridge at Barasat railway station. Although it is not budget, I would propose that this proposal be considered by the hon. Railway Minister and accepted as early as possible.

Sir, I would not like to take any more time since there are many more Members waiting to speak. I presume I would get in the future more opportunities to speak in this House.

In the meantime, I thank you once again for giving me this opportunity.

MR. SPEAKER: I wish to compliment you on your maiden speech.

...(Interruptions)

MR. SPEAKER: Every time you are interrupting, your chance is becoming less and less.

*DR. SUJAN CHAKRABORTY (Jadavpur): Sir, I lay the following points in regards to discussion on Railway Budget.

At the outset I like to congratulate Lalu Prasadji, the hon. Railway Minister for presenting the people's friendly Railway Budget.

The district South 24 Parganas is a border district in West Bengal. The three Railway lines Sonarpur-Canning, Barnipur-Lakshmikantapur and Barnipur-Diamond harbour in Sealdah division of Eastern Railway are proposed to be doubled. Rs. one crore for each has been budgeted.

*Speech was laid on the Table.

This should be increased such that the doubling can be completed within a year or two.

Barnipur Station is a junction within Sealdah division of Eastern Railway. It is proposed to be developed as a model station. Programme should be taken up in the Budget for a model Barnipur station complex with computerised reservation facility.

Sunderbans is a treasure of country. Survey for new rail lines from Sonarpur-Dhamakhali, Canning-Sonakhali, Joynagar-Roydishi and Joynagar-Mathurapur should be undertaken.

[Translation]

SHRI ARUNA KUMAR VUNDAVALLI (Rajahmundry): Mr. Speaker, Sir, it is needless to say for us that it is good Railway Budget for I am sitting on the treasury benches but one of our grievances is that Andhra Pradesh has not got its due share. Andhra Pradesh has not been given any new line or train in the budget. The railway line between Kakinada and Kotipatti in our district is about to be completed and it is likely to be made operational by December but unless the line between Kotipalli and Narsapuram is constructed Kukuana-Kotipalli line would not of any use because it would be a separate stretch of rail line. Kotipalli-Narsapuram railway line passes through Vijaywara.

[English]

Thereby, two districts, which are called the rice bowl of India, East Godawari and West Godawari, will be united with the main railway line.

[Translation]

I would like to request the hon. Minister of Railways that very meagre budgetary allocation was made for Koltipatti-Narsipuram railway line. It was stated here that the money was allocated for survey work and the work be completed within four years.

There is a hundred years old bridge at Godavari in Rajahmundry and it is no more in use. All its railings have been dismantled. If this bridge is gifted to either State Government or municipal corporation it can be turned into a good tourist spot by developing road on it. However the Railway Board is of the opinion that money should be paid in lieu of it.

[Shri Aruna Kumar Vundavalli]

[English]

Since it is one hundred years old, I request the hon. Railway Minister to consider the applications made by the Municipal Corporation as well as the State Government to give that old bridge as a gift so that we can repair it.

Thank you very much for giving me this opportunity.

[Translation]

SHRI AVINASH RAI KHANNA (Hoshiarpur): Mr. Speaker, Sir, I am thankful to you for giving me an opportunity to speak. I have been sitting here since morning and I have been given last turn to speak. When Railway Minister. ...*(Interruptions)*

[English]

MR. SPEAKER: You got it because of your patience and co-operation. If there had been co-operation earlier, many other hon. Members would have spoken.

[Translation]

SHRI AVINASH RAI KHANNA: People of Punjab had great hopes from Railway Budget as hon. Prime Minister belongs to Hoshiarpur in Punjab and even the people of Bihar come to Punjab in search of livelihood.

One more announcement was made in which it was mentioned that religious places would be connected.

I would like to bring it to the notice of hon. Minister. Perhaps he has forgotten that Shri Anandpur Sahib, where Khalsa Pant has been established, is a very important place for Punjabis especially Sikhs. Similarly, Shri Amritsar where Darbar Saheb and Durgiana temple is situated is a very important religious centre. If Amritsar and Anandpur Saheb are connected through railways hon. Railway Minister would draw praise not only from the people of Punjab but also from the people of entire world. There is a saying in Punjabi-

'Heeng Lage Na Phitkari, Rang Lage Chokha'

I would like to put forth a small demand that is very much in consonance with the said saying. I hail from village Jejo. ...*(Interruptions)* Jejo means do nothing and still get big results. ...*(Interruptions)* It was known as mini Lahore prior to partition of the country. An incident that occurred in those days destroyed the village. Britishers

had started a train between Jalandhar and Jejo village situated between Himachal and Punjab. Most of the people in the village are in army. If an additional bogey in the trains running between Jejo and Jalandhar, is attached for Delhi, it would be very beneficial for the people serving in army. I had also talked to him personally in this regard. I would be extremely grateful to him if he makes announcement in the budget in this connection.

[English]

MR. SPEAKER: Please do not walk between the Chair and the hon. Member who is speaking on the floor of the House.

[Translation]

SHRI AVINASH RAI KHANNA: Mr. Speaker, Sir, a train runs from Hoshiarpur to Jalandhar. Many people from Hoshiarpur travel to Haridwar by taxis. If a bogie for Haridwar is attached in the that train from Hoshiarpur, it would be beneficial for the people of my constituency. Hoshiarpur Phagwara should be linked by railways.

I would like to draw your attention towards one of the railway line of a railway station in Ludhiana about which a detailed report was published in the newspaper mentioning the number of trains got derailed at that railway station. This railway track is very weak. Shatabdi and many other Express Trains run on that railway line. I would like to request that efforts be made to repair that railway line immediately.

I would like to state that many people came to see me after hearing about the provision for concession in ticket for the senior citizens made by him in his budget speech. They desire if 30 percent concession be raised to 50 percent, the senior citizens will be extremely grateful to him.

Ultimately, I would like to submit that I got the chance to speak after a long wait. I have only two things to say. We would be highly obliged to him if an additional bogie is attached in the train running from Jejo to Hoshiarpur.

[English]

MR. SPEAKER: Thank you for your cooperation. Shri Asaduddin Owaisi.

SHRI ASADUDDIN OWAIISI (Hyderabad): Thank you Sir. I had doubts in my mind whether I would get a chance to thank the UPA Government and its Railway

Minister for not increasing the passenger fares and the freight charges.

MR. SPEAKER: Shri Asaduddin Owaisi, please be brief. you have three minutes at your disposal.

SHRI ASADUDDIN OWAISI: Sir, I will conclude my speech within three minutes. The Railway Minister has tried to be pragmatic, as he did not want to burden the common man.

Indian Railways is the second largest system under a single management in the world, the first being Russia. Every day, 14,400 trains in India carry 140 lakh passengers and 14 lakh tonnes of freight.

The Government support to the Indian Railways has been declining and is currently around five per cent of the total revenue, that is, the budgetary support minus the dividend paid to the Indian Railways. The Indian Railways also has more than Rs. 4,000 crore worth of social obligation. This has resulted in asset rehabilitation arrears estimated to be around Rs. 17,000 crore.

According to the former Railway Board Chairman Shri V.K. Agarwal, the market share of the Indian Railways has gradually declined since 1950-1951 from 80 per cent to 40 per cent in freight traffic, and from 68 per cent to 20 per cent in passenger traffic. This has adversely affected both the Railways and the Indian economy, as railways are fuel-efficient.

Sir, I am very thankful to the hon. Railway Minister for increasing the Budget allocation for safety-related issues to 8.8 per cent, that is, Rs. 3,900 crore. I have been listening to various speeches made from the other side. They have been very vociferous in criticising the Railway Minister. But according to the documents that have been provided to us, the number of passengers who have been killed from 1998 to 2003—when the other side was in power, that is, the NDA—is 900 plus passengers.

An amount of Rs. 3,443.06 lakh was paid as compensation. Moreover, when they have criticised our Railway Minister, I would like to remind them that the ex-Prime Minister's nephew was killed in a train, and then they have the cheek to criticise the present Railway Minister. I am sorry that they have forgotten all these facts and figures.

Coming to the crux of the matter, I have two complaints to make to the hon. Railway Minister. The

first is that he has completely forgotten Andhra Pradesh. Our State has given 37 MPs to UPA, that is one-sixth of the total strength. we have defeated the so-called 'Hi-Tech' administration. Mr. Lalu Prasad had shown the *lathi* over there; we have shown that *lathi* to TDP and BJP over there. We did not get a single line, a single train and not even a single electrification project. Moreover, Sir, the budgetary support for Andhra Pradesh has only been increased by Rs. 12 crore: from Rs. 756 crore in 2003-2004, it has been increased to Rs. 768 crore. Only surveys and surveys have been given to us.

I will request the hon. Minister, through you, Sir, that for the second phase of the Multi-Modal Transport System, no fund has been given. The need of the hour for Hyderabad is: 'Kindly give us MRTS'. The Detailed Project Report (DPR) has been done by the Delhi MRTS. Please give us MRTS.

The second issue is regarding the Godhra incident. I have a complaint to make to the hon. Railway Minister. As soon as he became the Railway Minister, the first thing he has said is that he has called for the Godhra inquiry report. We expected that in his Railway Budget Speech, he would announce a new inquiry on the Godhra incident. It is a known fact that in the *Outlook* issue of July 5, the interview of the hon. Railway Minister is there. Our demand is that he should table a copy of the internal inquiry report of the Railway Protection Force. Let all the people know as to what are the true facts in regard to Godhra incident. Let him table the names of people who were travelling in 'S-6' Coach and the people who have died over there.

Lastly, this is a very important issue. Mr. Lalu Prasad should table that inquiry report, and should order a new inquiry on Godhra. It is because of one incident that thousands and thousands of innocent people were massacred. I will request the hon. Minister to please name an Express Train in Gujarat by the name of the late Ahsan Jaffrey who, along with his family, was brutally murdered. Justice should be done.

Lastly, 20,000 people are going to be recruited. The Railway Minister has made announcements that 8,000 vacancies in RPF are going to be filled up; and 11,000 new posts have been created. The Railway Minister has been very direct in saying that it is the General Managers and not the Board who will fill up these posts. I will request him to please issue order that the minorities should be given substantial representation because our CMP talks about it. This is a very important issue.

[Shri Asaduddin Owaisi]

[Translation]

Laluji, MRTS should be provided for Hyderabad. Order should be issued for fresh inquiry regarding Godhra incident. Culprits should be brought to the book. I am quite sure that he will do so. The people who have killed Muslims should certainly be punished, they should be jailed. ...*(Interruptions)*

[English]

MR. SPEAKER: You have made very good points. Now, I give the floor to Dr. Arun Kumar Sarma.

...*(Interruptions)*

[Translation]

SHRI ANIL BASU (Arambagh): Laluji, whatever happened in Godhra carnage, share the informations about it with the House. Why do you hide them? ...*(Interruptions)*

[English]

MR. SPEAKER: You have already laid your speech, Shri Basu,

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): I have not answered yet; I have to answer every question. I am sitting here and I am watching everything. ...*(Interruptions)*

[Translation]

SHRI ANIL BASU: The budget is being discussed here. He should share the informations about Godhra carnage with the House, what's the problem in it. ...*(Interruptions)*

SHRI LALU PRASAD: Of course, I will share.

[English]

MR. SPEAKER: Shri Basu, do not be impatient. Please wait for the Minister's reply. Now, I give the floor to Dr. Arun Kumar Sarma. Please cooperate, Dr. Sarma.

DR. ARUN KUMAR SARMA (Lakhimpur): Hon. Speaker, Sir, thank you for giving me this opportunity. I must congratulate the hon. Railway Minister for the populist measure that he has announced in his recent Railway Budget Speech, like introduction of Khadi,

abolishing the use of plastic, free travel for the candidates and porters and some other welfare measures. However, at the same time, I cannot welcome this Budget being a Member representing one of the seven North-Eastern States. I say this because the entire North-Eastern region has been discriminated against in this Railway Budget.

[Translation]

Mr. Speaker, Sir, this is my experience. I am compelled to say that Laluji has followed the policy of Congress by neglecting North-Eastern States. When Laluji visited Assam, he had declared there that he would help Assam if he comes in power. But when he got the Ministry of Railways, we could not see his special interest for Assam. I hope that Laluji will try to solve our problem by convening a meeting of all the Members of Parliament from North-East in the coming days.

[English]

Mr. Speaker, Sir, I just want to mention a few aspects in which our region has been discriminated. Our State has been discriminated against mainly in the matter of extension of electrified lines. Not a single kilometre of electrified line is proposed to be added in the North-East. We demand that the railway line up to Guwahati be electrified. Out of the 1000 kilometres of railway line taken up for gauge conversion this year, not a single kilometre lies in the North-East.

For the Rs. 900 crore gauge conversion project of Rangia-Murkongchek section, a meagre amount of Rs. 3 crore has been sanctioned this year. This project requires more money. More money should be released for this project and gauge conversion work on this line should be started. Survey for gauge conversion of the 3.5 kilometre Dangori-Saikhowa line has been completed. I request that sanction for this project be accorded within the current financial year. Gauge conversion of Dhuburi-Golokganj section must also be taken up.

Coming to introduction of trains, only one new train has been sanctioned for the entire North-Eastern region and that goes up to Jharkhand only. I request the hon. Railway Minister that more trains be introduced from the South bank of Brahmaputra *via* Jogighopa bridge and that frequency of trains to important places in the South like Mumbai and Bangalore be increased.

Coming to the reservation policy followed in the Railways, there has been a demand for recruitment to Group-D and Group-C posts on regional basis. I request

the Ministry of Railways to take up this issue very seriously and provided for 100 per cent reservation to local youths of every region in the country for recruitment to these categories of posts.

I request the hon. Railway Minister to take up the Lakhimpur and Rangia railway stations to be shaped as model railway stations in the North-East Frontier Railway. I also request that Kathal Pukhuri railway station be improved and a railway overbridge at Nakari of North Lakhimpur be constructed.

At present, there is only one road-cum-rail bridge in Guwahati which is located at Saraighat. That is an outdated bridge constructed in the year 1962. It needs immediate replacement. I request that an alternative road-cum-rail bridge be constructed in Guwahati to ease the present congestion.

On the point of new lines, I request that a line from Guwahati to Sarthebari via Mukalmua be laid. This has been a long standing demand of the people of Assam. Perhaps the survey work of this line is already completed. I request that this project be taken up this year.

For Moinaguri-Joglighopa new line, which is an alternative route to the North-East, and also for Bogibeel bridge, only Rs. 40 crore each have been provided. I request that more money be allocated for these two projects.

Lastly, I draw the attention of the hon. Railway Minister to the inconvenience being caused to passengers of the North-East and other regions of the country travelling through Bihar. That could all be the ploy of some people who want to denigrate the hon. Railway Minister. The Railway Minister should, therefore, pay greater attention to this issue and take corrective measures in order to ensure that adequate protection is provided to the passengers travelling through Bihar.

With this, I thank you once again for giving me this opportunity.

[Translation]

1900 hrs.

SHRI MAHAVIR BHAGORA (Salumber): Hon'ble Speaker, Sir, I am extremely grateful to you for giving me an opportunity to speak. Attracting the attention of the hon. Minister of Railways, I would like to say that

Rajasthan has already been neglected in this railway budget but simultaneously the southern part of Rajasthan where the largest population is of Scheduled Tribes has also been completely neglected. We had met the hon'ble Minister of Railways prior to the presentation of railway budget. We had told him that this region is extremely backward from the railways point of view. Therefore, he should certainly make some provisions in his railway budget for this region so that this region may also be developed. From the point of view of tribal population we are definitely behind the times but in terms of minerals, Udaipur region is the forerunner in the whole State. Four types of marble namely green, pink, white and granite is found there in large quantity. At the same time, in India the largest quantity of lime stone, soft stone and zinc is produced there. In the lack of railway facility, lots of difficulties are faced in taking these produce to international markets. I would like to tell the hon'ble Minister of Railways that if broad gauge railway line is laid in our Udaipur region, then railways will also receive revenue in the form of freight. Moreover, it would be beneficial for the traders of Udaipur who visit the entire country for their business. When we come from Udaipur, there is only one direct train for Delhi and that takes complete 20 hours in arriving here. The cause is that there is no broad gauge line in our area.

Our area is also very important from the Military point of view. After Nagpur, Seekar and Jhunjhunu people from Udaipur region are the next in army to serve the nation. They have to travel from one corner of the country to the other. For them also, there is no direct rail service. The Minister of Railways has mentioned in his railway budget about the gauge conversion from Ajmer to Udaipur but the work is being started only between Chittorgarh and Udaipur. It will be an act of kindness if the hon'ble Minister of Railways also make the provision of gauge conversion from Ajmer to Udaipur.

Likewise, traders from Udaipur face difficulties visiting South India, industrial cities like Ahmedabad and Mumbai. Request was made to link Udaipur to Ahmedabad via Himmatnagar with broad gauge line. The hon'ble Minister should make provision for this also.

From the tourism point of view, Udaipur is next to Kashmir which attracts the most tourists. Udaipur is called the city of lakes. Besides, Mount Abu is also nearby. If this is linked with broad gauge line, domestic and foreign tourists will come there in large number. This will be beneficial not only for tourism but also for railways.

[Shri Mahavir Bhagora]

I would like to request the hon'ble Minister of Railways that Ajmer to Udaipur, Udaipur to Ahmedabad and Ratlam, the entire area falling under Banswara, Dungarpur should be linked to Ratlam via Pratappgarh. He has not made provision for any new railway line in the railway budget for this area. Therefore, provision should also be made for this and getting the survey completed work for laying new railway line be started.

DR. RAMKRISHNA KUSMARIA (Khajuraho): Sir, in view of the coming Legislative Assembly elections in the State hon. Lalu ji in the budget has proposed to run railway by way of taking loans on the lines of the saying, *yawat jivet sukham jivet rinam kritwa ghritam pivot?* Sir, prior to this, hon. Nitish Kumar had presented the budget. From the study of that budget it seems to me that after incorporating some changes he has presented the same budget. No special attention has been paid to the remote area railway projects meant for connecting backward areas that do not have rail connectivity. I want that the project for connecting Jabalpur to Damoh, Punna Khajuraho which are the backward area under Bundelkhand for which survey work has already been completed, should be started.

Similarly, last time Rs. 30 crore was allocated for Lalitpur, Sangaroli via Satna, Damoh Rewa rail line that passes through world famous pilgrim place Khajuraho. If the said work is completed at the earliest and funds are allocated in budget for this purpose, the area of Bundelkhand will be developed and the people will get employment. Besides, railway will also get revenue.

Sir, I would like to make special request regarding my parliamentary constituency that in case stoppage of Bhopal express is provided at Lalitpur, it will be convenient for the railway passengers of Tikamgarh and Chhattarpur area under Bundelkhand region. Similarly, if Tulsī Express is run daily on this route the people of Bundelkhand will have a good train besides they will get another option of Mahakaushal. Similarly, I also demand for modern railway facilities at Harpalpur, Niwadi and Orchha stations. Orchha is also a famous pilgrim spot and if this area is developed the Government will get much benefit. If all these things are incorporated in the Budget it will lead to the development of this area. Opposing the budget, I conclude.

SHRI VIJAY KUMAR KHANDELWAL (Betul): Mr. Speaker, Sir, I am thankful to you that you gave me time to speak on this budget. Indian Railway System is the single largest railway system in the world. It has 62

thousand km. long railway track and 15 lakh employees travel by it. More than four times of the total population of the country travel every year by the train. It is not an exaggeration to say that daily one and half crore people travel by train. However, the condition of railway is deteriorating instead of improving. I would like to draw the attention of the hon. Minister of Railways towards a very small thing. If railway earns one rupee, 50 paise is spent on paying salaries and pension to the employees. Out of the rest, 49 paise is spent on fuel, tax, store, dividend and other items and only one paise is left for the development. There are on going projects amounting to forty thousand rupees which are offered every year for conducting survey. No-body knows when these projects are going to be completed. Only populist assurance will not work. Shri Lalu Prasad ji in his various interviews has told that in future he will arrange for the funds by way of borrowings. There is no provision in the budget as to from where the required fund will be arranged and how the loan will be repaid.

Sir, I would not like to go in detail. Without going into detail I would like to submit that the facilities like STD, PCO, bookstalls and drinking water at stations should be improved. Tout system should be abolished. Ticket facilities should be provided to the passengers. The private agencies should be engaged for selling ticket as is the practice in Indian Airlines and other companies. Thus amount of commission will be saved and there will be saving in the amount to be paid to the employees. More computer facility should be provided. Sitting arrangements should be made in the sleepers for the passengers from 1 AM to 8 PM. The number of coaches in the General class should be increased. I would like to draw the attention of the hon. Minister of Railways to some of the issues related to my area. There are two railway divisions in my parliamentary constituency namely Nagpur and Bhopal, under the Nagpur division the distance from Nagpur to Betul is 90 km. And Betul to Harasi 107 km. When Express train come to Betul from Nagpur it takes 3 hours and the same train when it goes to Itarasi from Betul, it takes 3 hours.

[English]

MR. SPEAKER: No explanation is needed. You may please mention the names of stations.

[Translation]

SHRI VIJAY KUMAR KHANDELWAL: Sir, there is a station named Ghodadongari between these stations

where there are coal mines in Pathakheda. Power Division of Madhya Pradesh is also there in Sarani where people from Bihar and Uttar Pradesh come to work. Therefore, I would like to request the Minister that stoppage of the trains should be provided at important stations. The stoppage of Mahanadi Express running between Bhopal-Bilaspur-Bhopal should be provided at Ghodadongari railway station. Similarly stoppage of Nagpur-Jabalpur-Nagpur Express should be provided there. Jaipur Express run from Jaipur to Chennai, Jaipur to Bangalore and Jaipur to Bilaspur. This train departs at the same time for different places on different days by the same name of Jaipur Express. The stoppage of this train should also be provided. There is railway junction at Amla railway station. Bhopal-Bilaspur-Bhopal Mahanadi Express should be given stoppage over there.

[English]

MR. SPEAKER: You have a list of two more pages!

[Translation]

SHRI VIJAY KUMAR KHANDELWAL: Sir, I am not demanding for any new train. The stoppage of Nagpur-Jabalpur-Nagpur express should be provided at Multai railway station. Jaipur express goes from Jaipur to Chennai, from Jaipur to Bangalore and from Jaipur to Bilaspur on different days at the same time. The stoppage of this train should also be provided. The stoppage of Jayanti Janta Express should be provided at Barbatpur railway station.

[English]

MR. SPEAKER: You have been very cooperative. Please conclude now.

[Translation]

SHRI VIJAY KUMAR KHANDELWAL: Sir, similarly the Swarna Jayanti Express running on the fifth day goes to Kanya Kumari from Hazrat Nizamuddin. It also does not halt at Betul station not while on other days it has been given stoppage. As the train does not stop at Betul the people either get down from the running train or they have to go to Nagpur. As such, sometimes they have to pay fine also. Similarly, Harda district of my parliamentary constituency comes under Bhopal railway Division. The stoppage of trains should be provided at important stations of the district. The stoppage of Tapti Ganga Express at Timrani railway station and Pawan, Darbhanga and Suchkhand Express at Harda railway station should be

provided. The stoppage of Pawan and Tapti Ganga Express should be provided at Khirkiya railway station.

[English]

MR. SPEAKER: Many of your friends will lose their opportunities. Please conclude.

[Translation]

SHRI VIJAY KUMAR KHANDELWAL: At the end, I would like to submit that Harda is district headquarters. The National Highway passes through Harda town and after crossing railway line goes to Betul. There is heavy traffic on this highway. Hence, I would like to request that an over-bridge should be constructed at the railway gate.

With these words, I conclude.

[English]

MR. SPEAKER: Shri Nikhil Kumar Chaudhary may speak now. Please cooperate, you are such a good friend of mine.

[Translation]

SHRI NIKHIL KUMAR CHOUDHARY (Katihar): Sir, I am grateful to you as you have given me an opportunity to speak on Rail Budget 2004-05. I am happy that Ministry of Railways has always been given to a Member from Bihar. Earlier, in NDA Government also our man was Railway Minister. I am happy that Shri Lalu Prasadji has presented Rail Budget in UPA Government. He has taken care of us and the nation. Each of us knows that Railway is the life line of our country, so it should be developed and everyone should extend support. I want to congratulate hon. Railway Minister as he has taken some good steps. People say that it is an election stunt. Anyway, time will tell it. But, I would praise good steps taken by him.

He has announced special concession for senior citizens, physically handicapped and hearing impaired persons. Cancer patients and heart patients always need an attendant while going to various hospitals for treatment and many of them are financially so poor that they are not in a position to bear even concessional fare of attendant. My submission is that even the attendant should be provided free rail ticket with the patient. People will definitely praise him further.

[Shri Nikhil Kumar Choudhary]

I would like to draw attention of hon. Minister towards the demand of my constituency. Earlier, one Guwahati-Okha train was started 5635/5636 runs from Barak to Patna once a week. It should be made daily and three days in a week it should run via Patna and for three days it should run via Chapra, Gazipur. I am sure hon. Minister will give importance to it. The NDA Government started 5933/5934 Dibrugarh-Amritsar train, which plies once a week. The tickets are booked a month in advance and passengers do not get reservation. My submission is that since he is kind hearted and development conscious he should make this train daily so that people can get reservation. There is a single line between Katihar to Barauni. And as many as trains run on this track there is pressure of traffic on this line. Hon. Minister is present here. He often visits Katihar. So, my submission is that this line should be doubled. ...*(Interruptions)*. Since he is already related to me, he should do this favour. Doubling work on Katihar-Barauni line which is single line at present has been started in three phases. My submission is that the work should be speed up so that it can facilitate running of trains. A train from Katihar goes to Kolkata which is convenient for Nepalis. Passengers from that area travel to Kolkata in Katihar-Sealdah train. It should be extended from Katihar to Barauni. This train should again start from Katihar so that passenger of that area are benefited. Kamalpur village falls on Katihar-Barsoi Jn. A halt should be provided at this village. Hon. Railway Minister is aware that entire Katihar distt. face flood every year and in such an event train remains the only mode of communication. If proper train service is available then their life can be saved.

SHRI BHANU PRATAP SINGH VERMA (Jalaun): Mr. Speaker, Sir, I am greatly thankful to you since you gave me an opportunity to speak on Rail Budget.

Mr. Speaker, Sir, Jhansi division falls under North-Central Railway zone, Allahabad. Under this area, a shuttle train runs for Konch. Railways tried to withdraw this train in 1997 as it was reported to be a loss making train. But it was restarted because people expressed their resentment. But, through newspapers and other sources, we have learnt that the officers of Jhansi division again want to withdraw this train. This shuttle train has been in service for more than 100 years carrying thousands of passengers. But now the Government want to stop this train on the pretext that the said train is loss-making one. My submission is that it should not be stopped. In this regard, I would further suggest that stoppages at Anandnagar and Satoi should be provided whereby it will get more passengers and earn revenue. Further, if it is

extended up to Urai and Kalpi it will get more passengers. Loss making train, as claimed by railway officers, will earn profit. And if it is withdrawn, people will resort to agitation. Therefore, I would request hon. Minister of Railways to not to withdraw this shuttle train. Konch station should be linked to Jhansi Kanpur main line.

Mr. Speaker, Sir, there is a single lane track between my parliamentary constituency Jalaun to Jhansi. All south bound trains starting from Lucknow pass through this route via Kanpur and take 5-6 hours in reaching Jhansi from Kanpur. The track should be double laned and electrification should be done to save the time. I further request that there is traffic jam and chaos at Rath Road crossing near Urai Station and people suffer a lot. Therefore, there is a need to construct a rail over bridge at such crossings. I also request that the level of platform at Urai railway station should be raised.

[English]

MR. SPEAKER: Shri Varkala Radhakrishnan. Please tell him only your projects. Do not give a preface and please restrict yourself to the time.

SHRI VARKALA RADHAKRISHNAN (Chirayinkil): Sir, it would be very difficult for me to restrict myself to the time.

MR. SPEAKER: Anyway, you start it. Do not make a general speech. Please only mention the projects.

SHRI VARKALA RADHAKRISHNAN: Sir, I support the proposals contained in the Railway Budget. I also support the idea of the hon. Railway Minister about promoting the candidates belonging to the Scheduled Caste and Scheduled Tribe category. He has also mentioned about filling up the vacancies in the reserved categories that are still vacant.

In this connection, I would request the hon. Minister to consider the case of women employees in the Railways. We must now have women station masters throughout the country. We are in the age of women empowerment. So, we should have women station masters as well as women guards in the trains. If possible, we should have women drivers also to run the trains. I say this because the hon. Minister is bold enough to bring in a lady as the Chief Minister of Bihar. So, he can do it.

MR. SPEAKER: You are not insisting for a woman Railway Minister!

SHRI VARKALA RADHAKRISHNAN: He was bold enough to bring in a housewife as an illustrious Chief Minister of Bihar. So, I presume that he will be quite capable to bring in ladies in large number in the Railway administration. ...(*Interruptions*)

MR. SPEAKER: Very good!

SHRI KHARABELA SWAIN (Balasore): Then you may ask for more RPF personnel to protect the ladies.

SHRI VARKALA RADHAKRISHNAN: So, hereafter, I think we will be having women railway ticket examiners. I think he will take immediate steps in filling up the vacancies in the Railway administration with ladies thus giving them an opportunity.

Coming to my State, I would request that electrification of railway track to Trivandrum should be completed this year itself. In the Budget proposal, it is mentioned as only upto Palamau. That is not sufficient. We should have doubling of new lines. If not in the Budget now, at least you may bring it in the next Budget. We Members representing the State of Kerala have put in a representation in this regard and even our Minister also approached you. For the time being, when you reply, you may announce certain concessions to Kerala as those will satisfy the aspirations of the people of Kerala. There was an agitation throughout the State against the Railway proposals. So, this could be mitigated by this announcement in the House with new proposals favouring the people of Kerala. Sir, I think he will be bold enough and large hearted in giving certain concessions to the people of Kerala. I hope he will do it.

With these words, I conclude.

MR. SPEAKER: Shri Punnu Lal Mohale may speak now.

...(*Interruptions*)

[*Translation*]

MR. SPEAKER: Shri Punnu Lal Mohale please cooperate and raise problems of your constituency only.

SHRI PUNNU LAL MOHALE (Bilaspur): Mr. Speaker, Sir, I will highlight problems of my constituency. But I want to raise certain points on Budget.

SHRI RAM KRIPAL YADAV (Patna): Please give in writing.

SHRI PUNNU LAL MOHALE: I am giving in writing, but simultaneously, I want to speak also. ...(*Interruptions*) Sir, since you have called me to speak. Please provide me protection. ...(*Interruptions*)

Mr. Speaker, Sir,

"Main railway men dacoity, chori, sinajori, ghoskhori, kamjori,

khana, pakhana aur dwakhana,

Yahi budget ke liye hai batana,

Laluji kaise badenge jamana,

Inke uper meri baat ko kuch Laluji ne pehchana"

I want to speak on the points. How would he check bribery in railways? It is rampant in railways. At the reservation counter tickets are sold in black. Hon. Minister should clarify, what steps he would take to check it. What steps he proposes to take for making the journey convenient for patients? Many a passenger die while travelling in train. Either he should make provision of a doctor or at least a dispensary in the train.

Mr. Speaker, Sir, muscle power prevails in trains in Uttar Pradesh and Bihar. People forcibly occupy seats in even reserved second class bogies. They do not spare even passenger of first class or AC. I want to ask how hon. Minister propose to tackle this menace? Beds are provided in AC coaches and passenger sleep there comfortably. We, the MPs, MLAs and other affluent people travel in AC because we can afford it but what about the poor labourers. There is hardly any arrangement for them.

Will hon. Minister of Railways take steps to make beds available in sleeper coaches? Preventive measures should be taken to check dacoity and theft in trains. Industries in industrial estates are supplied coal through rail wagons. In view of shortage of wagons and unavailability of rakes, carriage of coal gets hampered and contractors are compelled to stop their work. Railways loses a lot of revenue on this account. What steps hon. Minister propose to take in this regard? I want to raise some more points.

Chhattisgarh has been neglected for it is a new State. It is a backward State and there is a need to pay attention towards its development. The survey work of Bilaspur-Mandla new railway line has been completed. I would like to request that the proposal of constructing the said railway line be submitted to the Planning Commission and it be sanctioned. A new Samgra Kranti Express

[Shri Punnu Lal Mohale]

proposed to be run between Nizamuddin and Durg be started via Katani that would connect Raipur, the capital of Chhattisgarh and Bilaspur. There is a need to provide stoppage to Ahmadabad Express at Chakarlahat station in Bilaspur. The smaller stations lack the basic facilities like shades, reservation centres and toilets etc. Hon. Minister has introduced many new trains and he is talking in terms of taking welfare measures for the common man. In this regard I would like to say that additional general boggies be attached in all Express trains keeping in view the needs of the common people. An overbridge be constructed over Tifara level crossing in various districts of Chhattisgarh including Bilaspur. An under bridge be constructed at Bilha railway station in Bilaspur. 3433 Up-Down passenger train be given halt at small stations. The train running between Bilaspur and Chirmiri be extended upto Raipur for the convenience of the common man. There is a provision of providing reservation to the people of the Scheduled Castes and Scheduled Tribes. A time frame be fixed in regard to the special recruitment drive for the people belonging to these communities. A Railway Board be constructed in Chhattisgarh for it is a new State and this step is requested for ensuring its development. These are my demands and with these words I conclude.

DR. KARAN SINGH YADAV (Alwar): Mr. Speaker, Sir, today Lalu Yadavji has proved to be the saviour of the potters, milkmen, farmers and khadi weavers etc. and he knows the pulse and the needs of these poor people and villagers.

I would like to tell that today the farmers of Jaipur are feeling happy for lassi is selling like hotcakes there and the people are anticipating the gain of employment opportunity. The people who term him as tainted should go and visit the potters who were sitting idle for years and now they are happy as their wheels are working again and there is a wave of happiness in their homes. Words felt short to praise such a Minister.

I hail from Rajasthan whose people love him a lot. When the hon. Minister visit Jaipur by road, lakhs of villagers stand in queues to have a glimpse of the hon. Minister. On behalf of those people, I would submit to the hon. Minister that Bhiwadi that is just 75 km from Delhi and is situated 25 km. from Rewari station, has been developing in an industrial town of Rajasthan. A survey was conducted here during the term of the then hon. Minister Shri Jaffer Sharief. If, as per the old survey Bhiwadi is connected with the broad gauge line of Rewari, the fate of the people of Rajasthan would change. There

are more than 1000 industries in this town. Sir, inland container depot has also been sanctioned. Hence I request him to pay attention towards it.

I would also like to mention a few minor points. Palace on Wheels covers most of the part of Rajasthan. This train starts from Delhi Cantt. and foreign travellers travel by it. If this train is started from Safdarjung station instead of Delhi Cantonment with a view to provide more facilities to foreign travellers this would help their cause a great deal.

Sir, I would like to add one two more things. Limestone is transported from Jaisalmer in Rajasthan to Bokaro Steel Plant and other places. I would like to draw his attention towards the higher rate of freight charges due to which the transportation of limestone has become more expensive. Besides, it falls under the category of 130 grade. It is on account of this that has become a costly affair for the plants to purchase it. Limestone imported from Dubai vis a vis the limestone transported from Jaisalmer due to which the possibilities of Rajasthan Mineral Development Corporation are diminishing day by day. Hence I would like to request him to reduce the freight rate of transporting limestone of Jaisalmer so that it can compete with the limestone imported from Dubai and possibilities of mineral development in Jaisalmer area could be developed. I urge upon him to take a decision in this regard.

Mr. Speaker Sir, without taking further time, I would like to add that Ashram Express that goes to Ahmedabad be provided a stoppage at Rajgarh station falling in my constituency. A large number of people are demanding for it. This would benefit a large number of people.

Mr. Speaker, Sir, there is a lot that can be said in praise of the hon. Minister of Railways for the several steps taken by him. However, I would like to conclude now in pursuance of the order by the Mr. Speaker.

[English]

MR. SPEAKER: Dr. Karan Singh Yadav, I thank you very much for your kind cooperation.

MR. SPEAKER: Shri Subhash Maharia, please keep to the time.

[Translation]

SHRI SUBHASH MAHARIA (Sikar): Mr. Speaker, Sir, first of all I would like to thank the hon. Shri Lalu

Prasad Yadav for his step of introducing kulhars in Railways that will go a long way to help the potter community especially those in Rajasthan.

Sir, now, I would like to draw the attention of hon. Minister towards Rajasthan which is a land of braves. Rajasthan sends the largest number of people in defence services. They are facing a lot of problems as far travelling by train is concerned.

Sir, I hail from that region of Rajasthan that comprise Seekar, Churu, Jhunjhnu. This region is known as Shekhawati. A survey was conducted in this area in 1970 in which the rate of return was shown to be more than 15 percent but till now the work of laying railway line in Rewari, Ringus and Phulera has yet to be started. Though he has announced in this year's Railway Budget to update this survey. If this Railway line is converted into broad gauge it would lead to a lot of increase in the revenue receipt of railways. Alongwith it there is a need to expedite the updated survey of Jaipur Seeker and Seekar Loharu railway line by revising its time limit. The rate of return on this line is also 19 percent approximately which is quite a high return and this is not likely to be loss making. Seekar-Churu segment has also the same position. Hence, I request him to advance the date by which the updated survey of these projects are likely to be finished. I also request him to undertake the gauge conversion work of these lines.

Mr. Speaker, Sir, alongwith it I would like to draw the attention of the hon. Minister towards a few more things. Meenakshi Express train No. 9769/9770 running between Jaipur and Purna that has a long halt at Jaipur, if this train is extended upto Seekar, it would provide relief to the brave people of Shekhavati. Seekar is a station that is running in profit and earns a lot of revenue for Railway and it falls in the category of model stations of Railways.

He may please note this. I would like to request him to develop Sikar Railway Station as a model station. The construction work of railway over-bridge at Nawalgarh crossing is in last phase. The amount of Rs. one crore is to be provided by the Ministry of Railways. That amount should immediately be released so that the work be completed and the over-bridge be opened for traffic. He should positively announce in his speech for making provision for the stoppage of Chetak Express at Karwat. At the same time, reservation quota for Jaipur to Mumbai be increased for their convenience.

I am thankful to the hon. Minister, the Ministry of Railways for discussing the matter with me, asking for documents and seeking informations before budget. He should make efforts to give Rajasthan some more benefits.

(English)

SHRI PRALHAD JOSHI (Dharwad North): Mr. Speaker, Sir, I represent Dharwad North constituency of Karnataka. The hon. Railway Minister, Laluji had sent a letter to all Members of Parliament asking them to give some suggestions on the Railway Budget. I represent the northern part of Karnataka which is backward and neglected area. I had sent only two suggestions about two major projects.

My first suggestion is regarding Gadag-Bijapur gauge conversion project, For this project, around Rs. 19 crore has been earmarked in this year's Budget. This project requires Rs. 120 crore for completion. It is mentioned in the Budget that Rs. 79 crore are to be paid by Karnataka Infrastructure Development Enterprise. This gauge conversion work cannot be completed even during this year because, unfortunately the Government of Karnataka cannot offer Rs. 79 crore to the Railways. On the one side, up to Gadag there is broad gauge and on the other side, up to Bijapur there is broad gauge. So, the portion between Gadag and Bijapur has become an island. Therefore, I request the hon. Railway Minister, through you, to kindly look into this project from a different angle and allot more funds for the early completion of this work.

Sir, my second suggestion is regarding Ankola-Hubli line. Around Rs. 18 crore have been allocated for this year, but a total of more than Rs. 900 crore is required for completion of this project. If the work progresses at the present speed, this project cannot be completed even after 100 years. This is the only line which can connect the hinterland with the coastal areas. So, I request the Railway Minister that he should create a Special Purpose Vehicle for this project as it is done in the case of some other projects or the construction work of this line may be handed over to the Konkan Railway Corporation.

Then, Bangalore-Kolhapur Rani Chennamma Express is now terminated at Kolhapur. Previously, it used to be terminated at Miraj. Between Miraj and Kolhapur, on an average, only 25 passengers are travelling in this train. Still it is being terminated at Kolhapur. It involves more than 2½ hours of journey. Only 25 passengers travel between Miraj and Kolhapur and it is being delayed

[Shri Pralhad Joshi]

because of that. That is why I request the hon. Minister that it should be terminated at Miraj.

My last point is regarding Hoobly workshop. When Shri Devegowda was the Prime Minister, he visited this place and promised for the upgradation and modernisation of the wagon manufacturing facilities at Hoobly workshop. My only request to the hon. Railway Minister is that it should also be considered.

[Translation]

SHRI RAKESH SINGH (Jabalpur): Hon'ble Speaker, Sir, I am grateful to you for giving me opportunity to speak for the first time in the House.

Through you, I would like to tell the hon'ble Minister of Railways that I have been elected from Jabalpur which is not only the divisional headquarters but headquarters of the whole Mahakaushal. Many agitations have taken place there on the issue of gauge conversion from Gondia to Jabalpur and it was on this account that previous Government led by Atalji accorded approval for this gauge conversion and made announcement in this regard. I would like to tell him that the work of this route from Balaghat to Gondia. ...*(Interruptions)*

[English]

MR. SPEAKER: You may accuse me, but I am sorry. I have explained my position. What can I do?

[Translation]

SHRI RAKESH SINGH: But I regret to submit to the hon'ble Minister of Railways that works which have already been completed more than 90 percent, have again been included in this budget whereas what should have been is that budgetary provisions for the work on Jabalpur to Balaghat route should have been made. At the same time, I would also like to say that the hon'ble Minister of Railways is always concerned about the interest of Bihar which is quite natural. I would like to request as well as apprise him that the day when the work of gauge conversion is completed, distance from Bihar to South will reduce by 273 kilometer. This will benefit the passengers not only from the time factor point of view but they will also have to pay less fare. I would like to draw your kind attention towards a very important matter that the entire work of this gauge conversion is being undertaken by South-East-Central Railways, Bilaspur which has its headquarters in the capital of Chhattisgarh. I want to say that more than 90 percent of gauge conversion of

this 285 kilometer long railway line falls in Madhya Pradesh. The Western Central Railway has its headquarters in Jabalpur. If this work is assigned to Western Central Railway, land acquisitions being the main work, they will accomplish it easily and expeditiously.

I would request him to make provision for this work only in this budget. The railway crossing at Khiraini crossing in Katani under Jabalpur Parliamentary constituency remain closed nearly 20 hours out of 24 hours. An over-bridge is to be constructed on this crossing? I would also like to request him that provision for this work be made in this budget itself. Besides, survey work of Jabalpur-Bilaspur route via Mandal has been completed. This may also be included in this budget only.

I am just concluding. Sir, I am speaking for the first time.

[English]

MR. SPEAKER: You are speaking very well. I wish, I could give you more time.

[Translation]

SHRI RAKESH SINGH: There is a distance of 110 kilometer between Jabalpur to Damoh. But, as there is no railway line on this route, passengers have to travel via Katani covering 200 kilometer extra distance. Therefore, I request him that this may also be included in this budget. A regular superfast train from Jabalpur to Pune be started which should depart from Jabalpur at 6 o'clock in the evening or thereafter. We have placed a demand for a direct train from Jabalpur to Jammu also. At the same time, I would also like to say that the Sampark Kranti Express from Delhi to Jabalpur for which announcement has been made. ...*(Interruptions)*

[English]

MR. SPEAKER: If you do not interrupt, I will call you. If you, interrupt, I will not call you.

[Translation]

SHRI RAKESH SINGH: Actually, this has been made by the previous Government. A time limit be fixed for this.

I regret to make my last submission that the Minister of Railways had invited suggestions from all Members of Parliament by writing them letters. This initiative had left

a positive effect on the new Members of Parliament like me. But, none of the suggestions which I had given in my letter, has been included in this budget. With these words, I thank you very much for the opportunity you gave me to speak.

[English]

MR. SPEAKER: I must compliment you on your speech, Shri Rakesh Singh.

[Translation]

SHRI RAMDAS BANDU ATHAWALE (Pandharpur): Mr Speaker, Sir, this budget is a budget we were looking for the last six years. This budget is a budget for the common people, proletariat; poor people, middle class people and for providing justice to the people of all classes. With Lajuji assuming the charge of the Minister of Railways, we had expected that the budget will be more or less like this.

Yah budget dekar Lajuji ne garibon ko upar charhane ka kaam kiya

Nitish Kumarji ne bhara bahane ka kaam kiya

Inhone to Hindu, Musalmanon ko aapas mein larane ka kaam kiya

Isliye in logon ko janata ne bhagane ka kaam kiya.

Mr. Speaker, Sir, this budget is meant for providing livelihood to the kahdi, kulhar, mattha and milk producers. The potters will do their business but they would not ...*(Interruptions)*. Our business will run because we are united. They were National but we are United. They made announcement to launch special drive for providing reservation to the people belonging to Scheduled Castes and Scheduled Tribes. This is a very good thing. Commendable work has been done for security too. Accidents do take place, where accident took place in Konkan Railways they came there. That was a natural accident. We all have to prevent accidents. We have already prevented one accident. We have come united and hence we are not likely to meet any accident in the near future. We will complete our five years term. I feel that:

Jab tak virodhi dal ka hangama rahega chalu,

Tab tak rail mantri rehenge Laju,

Jab tak kisano ke khet main rahega aaloo,

Tab tak hamare saath rehenge Laju,

Jab tak hamare saath rehenge DMK ka Baalu,

Tab tak rail mantri rahenge Laju,

Laju ki bahut tej chal rahi hai rail,

NDA ka band ho gaya hai khel,

Sonia ke virodh mein yeh baja rahe hain har roj dhol

Kyonki Lok Sabha Chunao Me Atalji ho gaye hain fail,

Isliye ye roj a rahe hain well, kyonki Laju ki tez chal rahi hai rail.

Mr. Speaker, Sir, I support this rail budget entirely, whether you people support it or not, it is a very good and impartial budget. It has always been RSS's slogan-

"Duniya mein aye hain to kutch kam kijiye, chanda ke paise se jalpan kijiye." ...*(Interruptions)*

I come from Pandharpur area. Please allocate money for the works remaining to be finished over there. There is a narrow-gauge workshop in Kuruwadi. It should be converted into a broad-gauge one. There is a RPF center in Kuruwadi in Pandharpur area. it should not be shifted from there. KK Express does not stop at Kuruwadi please give it stoppage at that station. Alongwith this please sanction Karod-Pandharpur which is a new railway line. ...*(Interruptions)* Please get a new railway line constructed from Ahmednagar to Beed. We need money for that too. My Constituency is adjacent to Shri Pawar's constituency. We need money for this. ...*(Interruptions)*

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): They did not allocate money for 6 years. ...*(Interruptions)*

SHRI RAMDAS BANDU ATHAWALE: That is why we compelled them to go. We have hopes of funds from you. Some amount should be allocated to us in five years. ...*(Interruptions)* Those who do not get money this year, should be given it next year; those who would not get it next year should be provided following year and those who do not get money in all the five years should get it later on. Everybody should get funds. It is a good budget. I support this budget.

[English]

MR. SPEAKER: Shri Kharabela Swain, you are very articulate. Please be brief.

SHRI KHARABELA SWAIN (Balasore): Sir, I will be brief.

Sir, I do not oppose the Railway Budget but I am quite disappointed. This is the first policy statement of this new Government. I think, not much effort has been gone into the process of Budget making and it seems that even the hon. Railway Minister has not tried to understand the railway system itself. He has brought down the entire debate on the Railway Budget to *kulhad, khadi, lassi, vegetables*, etc.

Sir, actually what is the main objective of the Railways? It is the transportation of passengers and goods, and all other things are peripheral. Firstly, he should have told us how to complete the incomplete projects and how quickly. That should have been his aim. Instead what he did the first thing was to set up a wheel and axle plant in his own constituency. I charge him with the case of selfishness. The Railway Minister grabs Rs. 1,000 crore to his own constituency. Instead of looking into the interest of the entire country, he looks into the interest of his own constituency, not even Bihar. That is why, I am quite disappointed.

The second thing is that he and his supporters are very proud that the fare has not been increased in freight and passenger services. Okay, I agree that in freight service, you cannot afford to raise the fare.
...(Interruptions)

[Translation]

SHRI VIRCHANDRA PASWAN (Nawada): Mr. Speaker, Sir, I am on a point of order when there was furore you said that members who wish to speak on railway budget may give their speech in written. I thought that House would adjourn. ...(Interruptions)

MR. SPEAKER: It is not a point of order.

...(Interruptions)

SHRI VIRCHANDRA PASWAN: I gave my speech in written thinking that I might not get opportunity to speak.
...(Interruptions)

MR. SPEAKER: Please do not interrupt.

...(Interruptions)

SHRI VIRCHANDRA PASWAN: I am a new member. I could not understand. I thought House would adjourn. You are my guardian. I and a new member. People of my constituency have lots of hopes from me, their feelings would go unexpressed. Please give me some time to speak. ...(Interruptions)

[English]

MR. SPEAKER: Will you please hold a little patience? Let me see what I can do. Please do not interrupt him. Let me see what I can do.

Shri Kharabela Swain, you continue your speech.

...(Interruptions)

20.00 hrs.

SHRI RAM KRIPAL YADAV (Patna): Sir, if you want, you can do everything. I know it very well. I am requesting you to please allow.

MR. SPEAKER: I cannot do anything. Can I make everybody sit down whenever I get up? You do not even do that.

SHRI RAM KRIPAL YADAV: It is not possible.

MR. SPEAKER: I cannot do anything I like. Let every hon. Member consider this position.

SHRI KHARABELA SWAIN: Sir, I know we cannot afford to raise the freight charges because the Railways are in stiff competition with the roadways. But if we complete the projects quickly and provide better service to the passengers, we do not mind paying, and let the fare be raised. But let us complete the projects quickly and let us provide better service.

Sir, I have two or three suggestions to make on this. One thing is about the cleanliness drive. The street urchins are the greatest cleaners in the railways. The sweepers are not coming to the Railways to clean the railway coaches, rather they are hiring somebody else, the urchins, and they are coming to the railway compartments. Will the Minister of Railways please see to it that actually the person, who has been employed for cleaning the coaches, at least comes?

The second thing is that the speed of the goods trains should be increased. The Minister of Railways should see to it that the speed of the goods trains is increased so that the Railways will start earning more.

Then, the Safety Department should be independent. The Assistant Commercial Officer should not be appointed as the Safety Officer. The Safety Department should be given the power like the Vigilance Department to ensure that whoever has gone awry or whoever has not

discharged his duty should be punished. The tenure of the DRMs and GMs should be fixed at three years at least. Otherwise, they do not understand the system.

The Railways should develop a train information system so that online information should be available. During the time of Shri Nitish Kumar, he had developed it in the Western Railway. I would appeal to the hon. Minister to consider this so that whenever we telephone to the enquiry officer, it should be able to tell us as to where the train is?

About Orissa, there should be quick completion of Mahanadi-Birupa bridge on Howrah-Chennai route. Daitari-Banspani and Talchar-Bimlagarh projects should be quickly completed for greater exploitation of the mineral resources of Orissa. A siding should be opened at Jaleshwar in the Kharagpur Division of the South-Eastern Railway in Orissa for the future introduction of trains to Koraput and Sambalpur, the extreme ends of Orissa.

A separate booking office on the other side of Balasore Railway Station should be opened. A railway underpass or over-bridge at Soro level crossing in the Kharagpur Division of South-Eastern Railway should be constructed.

Lastly, the Balasore Goods Shed should be improved.

MR. SPEAKER: Thank you for your co-operation.

...(*Interruptions*)

MR. SPEAKER: Now, Shri Suresh Prabhakar Prabhu. I am sorry I can not give you much time.

[*Translation*]

SHRI SURESH PRABHAKAR PRABHU (*Rajapur*): Mr. Speaker, Sir, I will speak in brief. Firstly, it seems that the hon. Railways Minister did not deem it fit to say anything about Konkan Railway in his budget. Konkan Railway is first such scheme in the country where project implementation has been exemplary. But over the last few years we have observed many major accidents taking place due to which passenger security is a big problem. That is why, I feel that the way Indian Railways treat Konkan Railways needs improvement as Konkan Railways is an autonomous institutions. It is causing lots of problems. It was envisaged that Konkan Railways would pass through Mumbai and terminate at Kunkand where Maharashtra's border ends. It was to be extended later on. Needful has not been done about Konkan in the

Railways budget as you said stalls should be allocated to certain persons. A policy should be formulated about the stalls of Konkan Railways. They should be allotted to those people who have given their lands for Konkan Railways. Similarly the people who have lost their land should be offered employment in the Konkan Railways. However, this is not being done.

Konkan Railways passes through Maharashtra border but it has very few stoppages in Maharashtra and more in Karnataka, Goa and Kerala. Due to this, people travelling from our region face lots of problems. The poorest people of Maharashtra reside in Konkan. I believe that Konkan Railway is quite essential for them and attention should be paid towards this.

Platforms and new bridges are not being built on Konkan Railways as Railway Ministry has not been able to meet the losses of Konkan Railways. I feel that Railways should give one time grant to Konkan Railways which would facilitate upgradation of platforms and construction of new bridges.

You have made provision for making lassi available in Konkan Railways. Maximum number stalls of Konkan Railways serve coca cola. There is a drink called Kokam which is made over there. If you want to compete with coca cola there, you should set up stalls of Kokam. It would increase opportunities of employment and benefit the local farmers too. Apart from this Konkan would have the benefit of a nutritious and healthy drink. That is why there is a need to provide kokam alongwith lassi all over the country.

You have made the punishment stringent for passengers without tickets. It takes a lot of time in buying tickets in a place like Mumbai. People have to reach offices in time and that is why they can not buy tickets. They have to pay a fine of Rs. 250 if they are not able to buy ticket. I believe that it is injustice to them, so there should be some other provision. People get passes which are valid for three months and travel with them. The pass expires and they are not even aware when they have to get it renewed. They will have to pay Rs. 250 even if their passes get expired just a day before. Please see to it that it does not happen.

Lots of railway accidents are taking place. I believe that there is a need to provide vigilance cover too to the passengers alongwith the ticket. Insurance should be given for bags which are stolen. I feel that you should try to give insurance alongwith the ticket.

Mr. Speaker, Sir, I thank you giving me opportunity to speak.

DR. SATYANARAYAN JATIYA (Ujjain): Mr. Speaker, Sir, there is a need to ensure security and safety in railways. There is also a need to improve quality of catering and cleanliness too. There is a need to adopt safeguards so that there are no accidents at level crossings and otherwise too. Some proposals in this regard have been included in the railway budget and there is a need to implement them effectively. This railway budget would ensure security in railways and people would be able to travel safely. I feel that safety measures should be taken so that common man's railway journey might be made easy and secure. He has made provisions for that and said that journey of pilgrims going to religious places would be facilitated. To make all these measures effective the number of general coaches should be increased in all the trains.

I have read the railway budget and studied each of its point. The hon. Minister has proposed to install alarm system for safety in railways, my submission in this regard is that a time bound programme is essential for all the system otherwise there are a number of proposals for modernisation in railways about which we read in every railway budget, but they are not implemented. If a time bound programme is chalked out to implement the measures mentioned in the budget then the public would definitely be benefited.

A number of accidents take place at railway crossings. Sometimes there are serious accidents. Unmanned level crossings should be manned to prevent such accidents. It should be done at priority basis. There are several unattended level crossings in big cities, arrangements should be made in this regard. Accidents often take place at a railway crossing between Ujjain and Dewas in my constituency. Similarly Maksi and Dewas division is also accident prone.

Mr. Speaker, Sir, I thank you for giving me time to speak. Aalot, Khachrod and Unhel are main stations in my constituency. The building of the stations is very old. The building of the station should be modernised. The ground in front of the station is always dirty. There is a need to make it secure by fencing. There is a need to uplift platforms to make it safe. The computerised reservation facility should be made available at Aalot, Kachrod and Unhel stations. There should be facility of loading fruits and vegetables at these stations. Arrangements should be made for running a passenger train, EMU between Ujjain-Kota-Ujjain. DMU between

Ujjain-Indore-Ujjain should be plying on both broad gauge and narrow gauge. Ujjain-Fatehabad-Indore meter gauge should be converted into broad gauge. There is a need for electrification of Ujjain-Dewas-Indore railway line. Stations around Ujjain-Neelganga and Nagda Birla villages should be developed. The survey of Ujjain-Aagar-Ramganj Mandi has been approved. The construction works should be accelerated after survey. Palsouda should be made a halt station. ROB is situated at Maksi Road. Approval for connecting it to Aagar-Indore-Kota route should be given. The level crossing that has been closed in the industrial area of Maksi Road should be started again. There should be retiring rooms for porters at Ujjain-Nagda station. I thank you for giving me time to speak.

[English]

MR. SPEAKER: Dr. Satyanarayan Jatiya, I wish I could have given you more time. Thank you for your kind cooperation.

[Translation]

SHRI SURENDRA PRAKASH GOYAL (Hapur): Mr. Speaker, Sir, today the country is applauding the budget that Lalaji has presented and the UPA Government. Some people only criticise. Accidents no more take place as it was during Shri Nitish Kumar's period. Hon. Lalaji has presented a historic budget in the leadership of Hon. Sonia Gandhiji and Hon. Manmohanji. He deserves all the congratulations and everybody is praising him. Sir, I come from Ghaziabad-Hapur Lok Sabha constituency. Lakhs of people from Poorvanchal reside in Ghaziabad and its nearby areas and they have to come to Delhi to catch train. Former Railways Minister, Hon. Nitish Kumarji received much honour in Ghaziabad but he did not make provision for the stoppage of any of the trains bound to Poorvanchal which was created problem for the people of my area. I request the hon. Minister of Railways to give stoppage to trains going to Poorvanchal to make it easy for people of that area. Arrangements should be made to open the Gate number 73 in Hapur which joins two big areas. Thousands of passengers from trains which come to Modinagar pass through this gate. If a bridge is constructed for commuters then the possibilities of accidents would lessen. A bridge would be constructed on Mohannagar by pass in Sambhawali to connect Delhi and UP, Ghaziabad Authority has released almost 63 lakh rupees for that but there is a minor hindrance from the railway side. I request the hon. Minister to remove that so that people might get the benefit of the bridge which

would connect Delhi and Uttar Pradesh. If there is defect in one train then the thousands of trains come to a halt.

Sir, the hon. Railways Minister has taken many initiatives for development. He has introduced Kulhar, lassi and khadi, made arrangements for catering and security and moreover he has provided the facility to Bharat darshan. We are getting old. He has paid attention towards everyone be it the persons belonging to Hinduism, Sikhism or Islam. Such a budget has been presented for the first time in history. People who kept on promising did not do anything and people who kept silent have done so much. The public would definitely benefit from all this.

In the end, I would submit that an hon. Member was saying just now that he would have welcomed the budget if the hon. Railways Minister had increased the fare. The hon. Minister has increased only 20 rupees and this has created such furore, what would have happened had he increased railway fare. It is a subject for consideration. They ask to increase the fare and oppose it too. I support the budget presented by the hon. Railway Minister and thank you for giving me time to speak. ...(*Interruptions*)

[*English*]

MR. SPEAKER: Please take your seat.

Hon. Members, there are three new hon. Members. Because of some disturbance in the House, there was some confusion and they were not aware of the procedure of filing the written statement or written submission. Therefore, they were misled. I am only calling three of them, not creating any precedent. It is a special occasion because they are new hon. Members. I will request them to be very brief and their speech will be added to whatever they have submitted. Please cooperate; only because of their lack of knowledge of the procedure we have been following this.

Shri Lal Singh to speak now.

...(*Interruptions*)

[*Translation*]

MR. SPEAKER: Please listen to me first why do you worry. Just wait and watch. We should help the new members.

CHAUDHARY LAL SINGH (Udhampur): Mr. Speaker, Sir, you are right to point out that we did not have information about it. It is not that we don't know how to keep our words. I would like to say that all the Members in the House are here to represent their respective constituencies.

[*English*]

MR. SPEAKER: Kindly come to the point. I am giving you opportunity and you are wasting it.

CHAUDHARY LAL SINGH: Sir, I am using my opportunity.

MR. SPEAKER: Very good.

[*Translation*]

CHAUDHARY LAL SINGH: Sir, I support the Railway Budget presented by hon. Lalu Prasadji in the House. He is an able person. He has seen poverty and is well aware of the realities of rural life and such a person can formulate a good budget. On this occasion I would like to say few things about my State Jammu and Kashmir. We are in a state of turmoil. You know our condition better and I would like to inform the House that I have come here after escaping from an attack in which seven to eight persons have been killed. You are our custodian. You have given me an opportunity to speak. Hence I would like to state that the maximum stretch of the railway line from Kathua to Banihal passes through my constituency. It also includes district Doda and it is already connected with Railways. No other place of Jammu and Kashmir is connected with Railway yet. The work is in progress at other places. I would like to inform Laluji that a meagre compensation was provided to the farmers and landlords whose land was acquired. The outsiders are getting the jobs there. It was promised that one person from each of the family whose land had been acquired will be provided employment as per their ability and aptitude. If it is not done then it will lead to a lot of problem. These persons can be provided employment at various shopping complexes and other similar small job. I am highlighting the problem of the farmers as they are in very deplorable condition. Militant have looted all their livestock including sheeps and goats. They have been left with nothing. Hence it would be better if they are given special treatment in service. Udhampur line is pending incomplete for long. A railway station is there. I would like to submit that the people of that area are eagerly awaiting as to when will hon. Laluji go there and would inaugurate it. This would provide great relief to the

[Chaudhary Lal Singh]

people of that area. Both the Himgiri and Malwa Express don't have stoppage at Govindsar which is the district headquarter of Kathua. These trains should be given a stoppage of two minutes there. Jammu—Mumbai super fast train No. 2471-2472 that runs two days a week be run daily to facilitate the passengers. Shatabdi Express should also be introduced from Jammu. Annually an approximate number of 65-70 lakh people visit Vaishno Devi Shrine. Hence there is a demand to construct a railway bridge here. The tracks in hilly areas are so complicated that the passengers can not sight the trains that results in accidents as has been happening in Lakhampur, Jagatpur, Matandi, Sanswa, Chhan and Khataria. Hence railway bridges be constructed here.

A train from Jammu goes to Haridwar and the people travel to Haridwar alongwith the bone ashes of the dead relatives. It's departure is at eleven thirty from Jammu. I request you to change the time of departure to 8 p.m. Minister of Parliamentary Affairs has also recommended my name I am thankful to him, else I wouldn't have got an opportunity to speak. With these words, I would like to conclude by thanking you a lot.

[English]

MR. SPEAKER: Do not think that because of his *sifarish*, I have called you, but he is always welcome. You have spoken very well. Why are you getting angry.

*CHAUDHARY LAL SINGH: Respected Laloo Prasad Yadavji, the Hon'ble Railway Minister, has presented a historical Budget, without any burden on any person of India. Maximum railway line may be provided in Kathua, Udhampur and Doda. Services and comforts with shopping complex should be given to agriculturists. Udhampur Railway Line has been completed and people of that area are eagerly waiting for its inauguration. Gates and bridges may also be constructed on intersection like Lakhampur, Chann, etc. The Jammu-Bombay trains, No. 2471-2472 should run on daily basis along with Rajdhani Trains from Jammu to Delhi should run on alternate day. Hemkund Express for Haridwar should depart from Jammu at 8.00 PM. Shatabdi should start from Jammu. Security arrangements may also be made proper.

#SHRI M. SHIVANNA (Chamrajanagar): Sir, this is my maiden speech. I would speak in Kannada.

MR. SPEAKER: You have given something in writing. So mention only points.

*Speech was laid on the Table.

#Translation of the speech originally delivered in Kannada.

SHRI M. SHIVANNA: Sir, I congratulate the hon. Railway Minister for presenting an excellent Railway Budget for the year 2004-05. This is the Budget of the common man of this nation wherein there is no hike either in fare or in freight.

MR. SPEAKER: Mr. Shivanna you can speak in Kannada. We have simultaneous interpretation facility.

SHRI M. SHIVANNA: This Budget has been applauded by all sections of our country. The hon. Minister has done his best to improve the services in the Indian Railways by introducing some novel objectives. I welcome Lalooji's Railway Budget wholeheartedly.

I thank the hon. Minister for presenting a very good Budget but at the same time I have no other alternative but to say sorry because of the step motherly attitude of the hon. Minister towards Karnataka as far as the allocation of funds is concerned.

Usage of earthen cups replacing plastics is a very good measure and it is employment oriented. In this Budget the hon. Minister has tried to encourage cotton weavers, handlooms and handicrafts.

Three new trains have been introduced in Karnataka. They are Bangalore-Bangarpet Express, Mysore-Dharwar Express and Chennai-Hubli Express. Sankrant Express has been made a daily train. The Budget is very optimistic of completing Hassan-Shravana Belagola broad gauge line. This line would link Hassan-Bangalore broad gauge line which will go a long way in the history of Indian Railways.

Hon. Minister is taking measures to expedite Hassan-Mangalore gauge conversion work and double line between Hospet and Guntakal. he has given top priority for safety measures and he has promptly allocated a substantial amount for this purpose.

Sir, Mr. Sreenivasa Prasad who represented my constituency previously took lot of interest to complete the railway line between Chamrajanagar and Mettur. He did his best even when he was a Minister at the Centre to expedite this project. At that time Rs. 17 crore was released for the gauge conversion of the above said railway line. On behalf of the people of my constituency I am grateful to hon. Shri Sreenivasa Prasad. The total estimated expenditure for this project is about Rs. 176 crore but only Rs. 44.29 crore have been allocated in the current Railway Budget. Out of the remaining amount

of Rs. 132 crore I request the hon. Minister to release at least Rs. 100 crore more such that this dream project of the people of my constituency can be completed on time. This railway line is an important link line between Tamil Nadu, Kerala and Karnataka. This would also help thousands of unemployed youths to get jobs. Business activities in my constituency will get a big boost.

Nanjanagud is a very important pilgrim centre. Therefore the conversion of Mysore-Chamrajanagar should be taken up immediately. Mysore Maharaja initiated this line 78 years ago. This railway line would go *via* Nanjanagud, Gudlur, Mallapura and Nelambur. This would enable the people of Karnataka to go to Kerala directly. Thousands of youths will get jobs. Despite Kaveri and Kabini the district is reeling under severe drought. In addition to this a survey should be ordered by Railway Ministry for a new line between Chamrajanagar and Bangalore *via* Malavalli and Kanakapura.

At least four over bridges have to be constructed on the railway line between Nanjanagud and Chamrajanagar. At the same time a wheel manufacturing factory should be set up in my constituency. Hon. Minister has sanctioned a wheel manufacturing factory to Chapra in Bihar. The same sympathy should be there for the people of my constituency where poverty is crushing the people. I hope he would allocate sufficient fund for this purpose in the Supplementary Budget.

Circular ring railway should be cleared by the Centre without any further delay. People of Karnataka are demanding for this circular railway for the last three decades. Bangalore-Ramanagar double railway line should be completed on time and this double line should be extended upto Mysore. Electrification of Bangalore-Mysore line is another long pending work. I hope this would also be completed at the earliest.

Total outlay of the Railway Ministry is Rs. 14,498 crore. My State Karnataka got only Rs. 270 crore. Looking at the above demands of my State, Karnataka the amount for the State for the year 2004-05 should be at least Rs. 500 crore.

MR. SPEAKER: Mr. Shivanna, please conclude. All the points are there in your written speech. All that you are saying is already there in the record.

SHRI M. SHIVANNA: Sir this is my maiden speech.

MR. SPEAKER: It is a very good speech.

SHRI M. SHIVANNA: Sir I thank you very much for giving me this opportunity to speak on the Railway Budget.

MR. SPEAKER: I congratulate you on your maiden speech. So you want more money and very rightly too. The hon. Minister is supporting you. Mr. Shivanna I complement you on your maiden speech. I am sure your voters will see how efficiently you have spoken in the Parliament.

[Translation]

SHRI VIRCHANDRA PASWAN (Nawada): Mr. Speaker, Sir, firstly I would like to thank you for giving me an opportunity to speak on railway budget. ...*(Interruptions)*

MR. SPEAKER: You speak on what you want to say.

SHRI VIRCHANDRA PASWAN: Mr. Speaker, Sir, as per your order. I would present my views in brief.

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): If it gets very late then arrangement of food will have to be made for the hon. Members.

MR. SPEAKER: That is alright. Paswanji, you conclude quickly. There is no need to make arrangement for the dinner.

SHRI VIRCHANDRA PASWAN: Mr. Speaker, Sir, I rise to support the Railway Budget for the year 2004-2005. It is an historical and unprecedented subject.

MR. SPEAKER: You speak about your constituency.

SHRI VIRCHANDRA PASWAN: This budget has been formulated keeping in view the interest of every community, religion and caste of the country. This is a budget that makes provisions for national welfare and it takes care of the interests of all the sections of the society. There is no section which has been left neglected in this budget whether it be deprived one, weaver community, potter community, farmer or labourers and it has got the provisions of bringing prosperity to all sections of society. Today the entire country has high hopes from this budget and budget would certainly provide employment opportunities to all and also prove worthy of bringing about equity and harmony in the society. Sir, you have given me limited time.

MR. SPEAKER: Sir, you speak about your constituency.

SHRI VIRCHANDRA PASWAN: I would like to tell about my area. I hail from Bihar. Bihar has been neglected and backward for a long time. There are several reasons for this—First there are some political reasons for years and the lack of will power. Secondly, natural calamities like flood, drought have also been major reasons for this. All are aware about this. I would like to submit that something is required to be done through railways for the prosperity of the State. So, through you, I would like to submit to the hon. Minister of Railways that he is also from Bihar and we all are aware of the sufferings, difficulties and problems of the people of Bihar. When we have come to Delhi, we should make effort to understand and to find solution to the problems. Dalits, backward and weaker section people of Bihar whether they are from upper caste, come here for the solution to their problem. I would like to state that many people from Bihar come here for the medical treatment. I would like to request the hon. Minister of Railways that he should act to setup a national level heart hospital at a suitable location in Bihar so that poor people of Bihar may get medical treatment without travelling thousands of km and bearing heavy expenses and hardship for medical treatment.

Mr. Speaker, Sir, I would like to tell about my parliamentary constituency. Hon. Minister has included doubling work of Quel-Nawada-Gaya line in the current Railway Budget. So, on myself and on behalf of the people of my parliament constituency I would like to thank the hon. Minister and express gratitude.

MR. SPEAKER: I also extend my thanks to you.

SHRI VIRCHANDRA PASWAN: I would like to conclude after saying one more thing. While the Budget is being praised all over India by the every section of society, the persons like me and the society are worried to note some of the things incorporated in the Budget. These days some people discuss about Khadi and Kulhar and I would like to tell them that Khadi and Kulhar are the part and parcel of our culture and tradition of the country. These are attached with the national sentiment of the country. These things have played an important role to unite the country. Khadi is associated with the father of nation, Mahatma Gandhi while Kulhar is attached with rural culture and employment. If these things are opposed by any one it can be opposed by only those who have killed the father of nation, Mahatma Gandhi.

They will never appreciate Khadi and Kulhar. That is why it is not a matter of surprise for me. Today we are at a juncture where we have many vital problems. In view of the prevailing situation I wish that they should realise their past mistakes and taking lesson from the past experience can contribute to the unity and integrity of the country by way of creating national sentiment among the people and can also contribute to maintain social harmony and strengthen the country. With these words, I express my gratitude to the hon. Minister of Railways and praise the budget from the core of my heart.

MR. SPEAKER: Thank you for your maiden speech.

*SHRI VIRCHANDRA PASWAN: Sir, the hon. Minister of Railways, Government of India, Shri Lalu Prasad ji has presented the balanced Railway Budget for 2004-05 in the House in which efforts have been made to take care of the national sentiment of every sections of society and every areas. This is the first railway budget in which efforts have been made to make special provisions for weavers, potters and rural industries.

The hon. Minister of Railways has paid special attention to the safety, security and facilities of passengers, sanitation, catering and all other big and small facilities. First time provision has been made in the budget to provide concessions to unemployed, widow of martyrs, dumb and deaf people. Modern technical information technology has been adopted for the development of railways. The Rail Budget in itself is a historical budget in which giving the special honour to the Father of Nation, Mahatma Gandhi, emphasis has been laid on the use of Khadi, Kulhar, Mattha. Though the BJP and its allies have opposed this move but their opposition is in consonance with their ideology and tradition because how the communal people who follow the ideology of those who have killed Gandhi can tolerate Khadi and Kulhar.

I appreciate the railway budget as it in consonance with the social justice. I have a small demand that national level heart hospital should be set up at Hazipur by railway and computerised reservation counter should be set up in Bazar Samiti premises.

[English]

MR. SPEAKER: Now the last speaker, Shrimati Karuna Shukla.

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SHRIMATI KARUNA SHUKLA (Janjgir): Mr. Speaker, Sir, the Railway Budget for 2004-2005 has been presented in the House. I oppose the budget and through you I would like to draw the attention of the hon. Minister towards five points.

The first point is that separate coaches should be arranged for ladies in long distance train to avoid crime against women. Separate coaches for women is attached in local trains. At least two coaches should be provided for them. There is no catering arrangement in many trains. It is on account of this that passengers have to face inconvenience. Many sugar patient suddenly die in the absence of it. If catering facility is provided in every trains, it would be beneficial for the passenger and employment would also generate.

The Government have proposed to project free of cost train journey to unemployed youth who visit for attending interview. I would like to request that such facility should also be extended to women. It has not been mentioned in the budget whether such facility will be given to those persons who will go to attend interview for Government jobs and it will also be extended to those who will go to attend the interview of private jobs.

Mr. Speaker, Sir, in this Budget injustice has been done to Chhattisgarh. No provision has been made for the development of Bilaspur that is the biggest revenue generating railway zone. I would like to request that Railway Recruitment Board should be set up there.

I have three-four points about my constituency that I would like to submit point-wise. First—Bilaspur-Nijamuddin Chhattisgarh Express that goes to Amritsar should be originated from Korba instead of Bilaspur because Korba is industrial town and the people hailing from all the States of the country reside there. Cochin express that originates from Bilaspur should be also started from Korba. Thirdly, there is Naini station in which the name of the district has not been added. Hence, Janjgir should be added in the name of the station as the passengers understand that Naini is coming, the train crosses it. I was patently listening to the Member of that side and now I would like to conclude my speech with the following lines.

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*SHRI PRADEEP GANDHI (Rajnandgaon): Sir, drawing your kind attention towards the recently presented railway budget. I would like some necessary suggestions and works essential in public interest to be included in the present budget or supplementary proposal.

The entrance of the State of Chhattisgarh *i.e.* Dongargarh, Rajnandgaon fall under South East Central Railway, Bilaspur zone. These stations are situated on Mumbai-Howrah-Mumbai main railway line and Rajnandgaon Dongargarh railway station is the last and the most important station of South East Central Railway, Nagpur Division, Nagpur. Dongargarh and Rajnandgaon stations may be brought under the jurisdiction of DRM, Raipur.

Rajnandgaon has been accorded the status of a district since 1973. Two districts namely Rajnandgaon and Kawardha respectively and eight Legislative Constituencies fall under Rajnandgaon Parliamentary Constituency. This is an Adivasi, Scheduled Castes, Scheduled Tribes and other Backward classes dominated area. The population of this district is around 20 lakh.

Chhattisgarh State was created on 1st November, 2000. Raipur is its capital. Rajnandgaon district falls under Raipur division.

Rajnandgaon Railway Station

1. Stoppage for weekly train No. 1046/1045 Bhuvneshwar-Kurla-Bhuvneshwar, train No. 2811/2812 Kurla-Hatia-Kurla be provided.
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5. Sarnath Express Train No. 5159/5160 Chhapra-Durg-Chhapra be extended upto Dongargarh/Gondia.
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[Shri Pradeep Gandhi]

Nagpur-Tatanagar 321/322 passenger. This train takes 9 hours to complete its journey of more than 300 kilometer distance between Raipur-Nagpur and that also without the facility of toilet. It has been seen that ladies unhesitatingly sit for defecation on platform itself. This is against not only the Indian culture and tradition but also against the human values of civilized and dignified society. Therefore the matter may be reconsidered and the concerned officers may be given necessary instructions for running 375/376 Raipur-Nagpur-Raipur passenger train through Airbrake rake in place of MEMU rake as earlier in public interest.

Dongargarh Railway Station

1. Stoppage for train No. 2409/2410 Gondwana Express (Mahamaya) Bilaspur-Hazrat Nizamuddin-Bilaspur be provided. Dongargarh railway station falls under Rajnandgaon Parliamentary Constituency which is famous for Bumleshwari temple. On the occasions of Chaitra and Kwar Navratra festivals, a fair of one month's duration is organised twice a year. Lacs of visitors congregate here. In normal days also, people use to come.

Religious places of Hindus, Chrisians, Jains, Buddhists and other communities are there in Dongargarh which have their own importance. Thus, Dongargarh is famous as a sacred place for the followers of all religions. Dongargarh Legislative constituency is a reserved constituency.

2. The existing obverbridge on Dongargarh railway station which is 45 years old is quite narrow in view of increasing number of passengers. Therefore instructions for its renovation may please be issued.
3. Small terminal point and washing platform (pit and washing line) at Dongargarh railway station be constructed so that trains may be extended upto Dongargarh and may depart therefrom. Hence, my kind request to him is that since he is a sensitive and liberal minded person he will respect the public feelings and announce the above railway facilities for which myself and the whole public of my parliamentary constituency will be grateful to him forever. A train should be started from Durg (Chhattisgarh) to Darbhanga so that the natives of Bihar who are residing in Chhattisgarh in large numbers might be benefited.

*SHRI KRISHNA MURARI MOGHE (Khargone): Mr. Speaker, Sir, it seems from the hon. Minister's speech of railway budget that this budget has been presented only to fulfill the formalities. This budget completely neglect particularly the Adivasi and most backward remote areas such as Khargone, Badwani, Dhar and Jhabua districts of Madhya Pradesh.

Railways facilities have been a dream for the Adivasis and poor people of those areas even after 57 years of independence. In order to provide railway facilities to this circle of Nimar, I want that the hon'ble Minister of Railways should make provision for the already approved Indore-Dahod railway line so that Khargone, Badwani, Dhar and Jhabua districts of Madhya Pradesh may also avail the facility.

Sir, this railway budget is completely directionless, it blocks the development avenues and disappoint the poorest Adivasis backward class people of the society.

Should we not give foremost priority to provide the railway facility to the areas which have not been connected with railway line even after 57 yeras of independence? In my parliamentary constituency itself, there is only 20 kilometer long railway line and that had been laid down by the Britishers to fulfil their military requirement. It is a meter gauge line. Approval for conversion of meter gauge line to broad gauge line from Indore to Khandwa for gauge conversion from Ajmer to Khandwa should be accorded which will provide additional route from Mumbai to Delhi.

Sir, through you, I would like to request the hon'ble Minister of Railways that he has discussed the development of Adivasis and backward people but there is no concrete proposal to be implemented for their upliftment.

Sir, at the same time, through you, I would like to specially request him that Omkareshwar in Madhya Pradesh, one of the 12 Jyotirlingas of Lord Shiva, is a very important religious place. After visiting religious places all over the country people come to Omkareshwar Road railway station for the blessings of Omkareshwar Jyotirlinga. Opening of computerised reservation centre would facilitate the passengers coming from all over the country.

Therefore, I would like to request him to make announcement in his concluding speech of railway budget

*Speech was laid on the Table.

for setting up computerised reservation centre at Omkareshwar Road railway station. At the same time he would make announcement for opening of computerised railway reservation centres in district centres which are not connected with railway line such as Khargone, Badwani, Dhar and Jhabua district centres.

[English]

*SHRI VIJAYENDRA PAL SINGH (Bhilwara): Sir, I take this opportunity to speak on the Railway Budget 2004-2005 and I find that beside being a populist budget, there is very little of progress and their thinking for the Railway to take it forward in the millennium.

Old projects have been mentioned but no clear targets set for the completion of such old Railway line doubling or even broad gauge conversions. Such projects have been lingering for many years. It would have been in fitness of things if targets were set for them.

Rajasthan has also not been given the due funds and allocations; specially the broad gauge conversion

between Ajmer and Chittorgarh. This project of Rajasthan would give us and our State a new route to Madhya Pradesh and Mumbai and thereby for South too. This broad gauge conversion is of immense importance to Rajasthan Industries and tourism in Rajasthan. I hope the minister will give us an assurance for this broad gauge conversion between Ajmer and Chittorgarh is done time found and target set for 2005-06 for completions and commissioning.

MR. SPEAKER: The time allotted for this discussion has been over. The hon. Minister will reply tomorrow. Those hon. Members who wish to lay their speeches can submit written statements tomorrow. The House now stands adjourned till 11 a.m. tomorrow.

20.38 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, July 14, 2004/Asadha 23, 1926 (Saka).

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