

LOK SABHA DEBATES **(English Version)**

Fourth Session
(Part-I)
(Eleventh Lok Sabha)



(Vol. X contains Nos. 11 to 20)

LOK SABHA SECRETARIAT
NEW DELHI

Price : Rs. 50.00

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CORRIGENDA TO LOK SABHA DEBATES

(English Version)

....

Wednesday, March 12, 1997/Phalguna 21, 1918 (Saka)

....

<u>Col./Line</u>	<u>For</u>	<u>Read</u>
Page (ii)/25	Shri Anandi Charan Sahu	Shri Anadi Charan Sahu
Page(iii)/30	Shri Tiruchi Siva	Shri P.N.Siva
Page(iii)/38 47/3 107/5(from below) 534/28	SHRI SOHAN BEER	SHRI SOHANVEER SINGH
286/3(from below)	SHRI GULAM MOHD.MIR MAGAVI	SHRI GULAM MOHD. MIR MAGANI
486/13(from below)	SHRI MOHAMMAD ALI ASHRAF FATME	SHRI MOHAMMAD ALI ASHRAF FATMI
528/20	SHRI K.S.RAYADU	SHRI K.S.RAYUDU

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LOK SABHA DEBATES

LOK SABHA

Wednesday, March 12, 1997/Phalgun 21,
1918 (Saka)

The Lok Sabha met at Eleven of the Clock.

[Mr. DEPUTY SPEAKER in the Chair]

[English]

MR. DEPUTY SPEAKER : Question No. 241

[Translation]

SHRI MOHAN RAWALE (Mumbai South-Central) : Mr. Deputy Speaker, Sir, I have given notice. An attempt to murder Balasaheb Thackeray...*(Interruptions)*

MR. DEPUTY SPEAKER : Nothing is allowed in Question Hour.

(Interruptions)

[English]

MR. DEPUTY SPEAKER : This is Question Hour.

[Translation]

SHRI MOHAN RAWALE : Information has been received from Intelligence Bureau...*(Interruptions)* This matter is very serious. *(Interruptions)*

MR. DEPUTY SPEAKER : Please raise this matter during Zero Hour.

SHRI MOHAN RAWALE : Disturbances can take place there any time.

MR. DEPUTY SPEAKER : Please raise it during Zero Hour. Nothing shall be allowed in Question Hour.

(Interruptions)

SHRI MOHAN RAWALE : I have given notice that this matter should be taken up after cancelling the Question Hour...*(Interruptions)*

MR. DEPUTY SPEAKER : Please raise this matter during Zero Hour. The Question Hour would not be cancelled.

(Interruptions)

SHRI MOHAN RAWALE : We could not arrest so far Dawood-the enemy of India...*(Interruptions)*

MR. DEPUTY SPEAKER : Please speak after one hour.

(Interruptions)

SHRI MOHAN RAWALE : Many persons were killed in Mumbai...*(Interruptions)* Four years have passed since then...*(Interruptions)* The Hon'ble Prime Minister is present in the House.

[English]

MR. DEPUTY SPEAKER : Listen to me, please.

[Translation]

SHRI MOHAN RAWALE : Through you, I would like to warn the Hon'ble Prime Minister that if any attempt was made to harm Balasaheb Thackeray we would not allow Sharief to continue...*(Interruptions)* It is a serious matter...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER : Hon. Member, sit down, please. Have patience. After one hour, you will be allowed to speak.

(Interruptions)

MR. DEPUTY SPEAKER : Will you listen to me, please.

(Interruptions)

[Translation]

SHRI MOHAN RAWALE : Shall I get an opportunity to speak during Zero Hour?

MR. DEPUTY SPEAKER : That is what I am saying.

SHRI MOHAN RAWALE : I want a reply from the Hon'ble Prime Minister...*(Interruptions)* the enemy of the country...*(Interruptions)*

MR. DEPUTY SPEAKER : You will get an opportunity to speak during Zero Hour.

(Interruptions)

[English]

MR. DEPUTY SPEAKER : Nothing will go on record. This is not good on your part.

*(Interruptions)**

[Translation]

SHRI MOHAN RAWALE : I want reply from the Hon'ble Prime Minister.

ORAL ANSWERS TO QUESTIONS

[English]

Supply of Cooking Gas

+
*241. SHRI SANAT KUMAR MANDAL :
LT. GENERAL SHRI PRAKASH MANI
TRIPATHI :

Will the PRIME MINISTER be pleased to state :

(a) whether the Gas Authority of India Ltd. (GAIL)

* Not Recorded.

propose to launch a major project to supply cooking gas through pipelines even to domestic consumers;

(b) if so, the broad details of the proposed project and the cities which are likely to be covered in the first instance;

(c) the capital outlay involved and the aid for this likely to be extended by the Asian Development Bank; and

(d) the other major projects which are either likely to be upgraded or taken up by the GAIL during 1997-98 in respect of which feasibility reports had been submitted to the Government?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU):

(a) and (b) GAIL is already implementing the Bombay city gas distribution project through a Joint Venture, which will supply gas to around 600,000 domestic, commercial and industrial consumers. Work on a pilot project for Delhi has also started to supply gas to about 1200 consumers in Kakanagar, Bapanagar and other areas.

(c) The estimated project cost of the Bombay project is around Rs. 443 crores. The pilot project in Delhi would cost around Rs. 10 crores. No proposal has been made to the Asian Development Bank for funding these projects.

(d) Feasibility reports have been submitted by GAIL for the following projects :—

1. Gas Processing Complex at Gandhar.
2. LPG recovery plant at Auraiya.
3. LPG pipeline from Kandia to Loni.

SHRI SANAT KUMAR MANDAL : Mr. Deputy-Speaker, Sir, I would like to know how far the supply of gas through the pipeline compares with the LPG so far as the domestic consumers vice-versa the commercial consumers are concerned. What are the installation charges for household and who else bears the cost thereof?

SHRI T.R. BAALU : The cost of gas supplied through pipeline is 10 per cent lower than that of the LPG. We charge Rs. 5000 per connection. It is Rs. 5.8 per cubic metre.

SHRI SANAT KUMAR MANDAL : I would like to know the basis on which the project was proposed to cover Andhra Pradesh, Gujarat, Assam and Delhi only. Why should Calcutta not be covered under this project?

SHRI T.R. BAALU : In fact, in Delhi, we are doing a pilot project only. At the same time, in Mumbai, we would be able to achieve a better supply. Instead of giving connections to six lakh consumers, we have given connections to 2000 consumers up to 11.3.97.

As far as granting commercial connections is concerned, we have given ten out of this year's target

of 36 connections. As far as Delhi is concerned, we have started a pilot project. It has just begun three weeks ago and we are intending to give connections to 1,205 domestic consumers in Kakanagar, Bapanagar and Pandara Park areas. It includes giving connections to CNG filling stations in eight places.

SHRI SANAT KUMAR MANDAL : I want to know why Calcutta should not get the cover.

SHRI SONTOSH MOHAN DEV : It is a metro city. You cannot compare it with others.

SHRI T.R. BAALU : As far as Calcutta is concerned, we will take up the matter when the availability of gas is surplus.

[Translation]

LT. GENERAL SHRI PRAKASH MANI TRIPATHI : Mr. Deputy Speaker, Sir, it is clear from the Minister's reply that neither the Ministry of Petroleum and Natural Gas is aware of the importance of this project nor any work is going on regarding the project. The progress, if any, is negligible. The Gas Authority of India came into existence in 1984 and for the last 13 years it is earning a good profit. It is important that if it is run properly, it will benefit not only the consumers but the environment too a great deal. But it is also following the path beaten by the Ministry of Petroleum and Natural Gas. The tall claims and promises have created a petroleum crisis. The consumption of petroleum and gas products is very essential for vehicles. Therefore research and speedy development is the need of the hour.

In this regard, I would like to know the progress made regarding the use of natural gas and the quantum of capital invested in transport sector and the details thereof?

[English]

SHRI T.R. BAALU : Whatever we promise, we keep it up. At the same time, allocation of gas has got some priority. As far as fertilizer is concerned, the allocation is 31 per cent; allocation for the power sector is 39 per cent. And more than 70 per cent gas is being utilised by the priority sector.

As far as use of CNG in the motor vehicles is concerned, we have done some experiment and we have also implemented it in Mumbai...(Interruptions)

LT. GENERAL SHRI PRAKASH MANI TRIPATHI : How long are you going to be in an experimental stage? That is the point that I am making.

SHRI T.R. BAALU : Three hundred and one vehicles have been converted against a target of 3,200. The reason for this is the non-availability of CNG kits.

LT. GENERAL SHRI PRAKASH MANI TRIPATHI : That is precisely the point I am making.

SHRI NIRMAL KANTI CHATTERJEE : My question is very simple. The fact is that there has been an announcement regarding supply of gas coupons to MPs,

we have all welcomed it. I have discussed it with the hon. Speaker also but the question is directed to the Minister. The Ministry has in the meantime introduced a Tatkal Scheme wherein by paying Rs. 4,000, a gas connection can be had. Would the Minister kindly consider reducing that amount of Rs. 4,000 to something below Rs. 2,000? The Ministry of Petroleum can earn a fortune through that.

Would the hon. Minister consider this proposal that the 'Tatkal' scheme be priced at lower than Rs. 2,000?

SHRI T.R. BAALU : Sir, at present, we are not considering such a proposal. I am sorry.

[Translation]

SHRI BANWARI LAL PUROHIT : Mr. Deputy Speaker, Sir, there is acute shortage of LPG in the entire country. People are pining for LPG connections. I have come to know that a person in Nagpur had applied for a LPG connection six year back but he did not get the same till date. I was told that issuance of connections is closed. When there is acute shortage, what is rationale behind supplying additional LPG through pipeline or through cylinder? First, the Government should increase the supply and I would like to know, what the Government is doing in this regard? My second question is which is cheaper of the two-pipeline or cylinder?

[English]

SHRI T.R. BAALU : Sir, the supply through pipeline is 10 per cent cheaper than the LPG.

SHRI BANWARI LAL PUROHIT : Since six years, no connections have been given in Nagpur.

PROF. RASA SINGH RAWAT : Not only in Nagpur but also in many cities.

SHRI T.R. BAALU : Sir, as far as Nagpur is concerned, if a specific complaint is lodged by Shri Purohit, I will certainly look into it accordingly.

MR. DEPUTY SPEAKER : Question No. 242.

(Interruptions)

[Translation]

MR. DEPUTY SPEAKER : Five supplementaries have been replied to. It is the decision of the House that not more than five supplementaries would be asked on any Question.

SHRI BHERU LAL MEENA : I could have been given a chance too.

MR. DEPUTY SPEAKER : It is the decision of the House that not more than five supplementaries would be asked on any question.

(Interruptions)

[English]

MR. DEPUTY SPEAKER : Please sit down. I have already passed on to the next question.

[Translation]

SHRI BHERU LAL MEENA : But I was not given an opportunity.

MR. DEPUTY SPEAKER : As I told, it is the decision of the House that not more than five supplementaries should be asked so that more question could be accommodated.

(Interruptions)

[English]

MR. DEPUTY SPEAKER : We have decided to take up five supplementaries to one question so that the other questions can also be taken up. Now, please sit down.

(Interruptions)

[Translation]

SHRI BHERU LAL MEENA : I am not asking a question.

MR. DEPUTY SPEAKER : What are you asking then?

SHRI BHERU LAL MEENA : We hail from villages. We raise our hands but we do not get an opportunity whereas our counterparts hailing from cities are given an opportunity.

MR. DEPUTY SPEAKER : I also come from a village, but that is not the question. Please sit down.

SHRI BHERU LAL MEENA : If I cannot speak, what is the use of being elected?

MR. DEPUTY SPEAKER : The number of MPs hailing from cities, is very less, now please sit down.

SHRI BHERU LAL MEENA : I should also be allowed to ask our supplementaries out of the said five supplementaries...(Interruptions)

[English]

MR. DEPUTY SPEAKER : Meenaji, please sit down. How many times should I request you to sit down? Please sit down.

[Translation]

Demand and Supply of Power

+
*242. DR. SATYANARAYAN JATIA :
SHRI VIJAY HARISHCHANDRA PATEL :

Will the PRIME MINISTER be pleased to state :

(a) the maximum power generation achieved, the position of demand and supply and the required generation capacity in accordance with the actual demand in MWs in the country, State-wise;

(b) the measures taken to achieve the generation capacity in consonance with the demand from States; and

(c) the estimated position of generation capacity vis-a-vis demand and supply by 2001 A.D., State-wise?

[English]

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU):

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

Statement

(a) The quantum of energy required and available in the country during the period April, 1996 to January, 1997 was 341 billion units and 303 billion units respectively. The peak demand and peak met during the same period was 63222 MW and 52491 MW

respectively. The Statewise details are at Annexure-I.

(b) and (c) The estimated energy requirement and peak demand based on the 15 Electric Power Survey Committee Report during the year 2001-2002 is 570 billion units and 95757 MW respectively. Based on an assessment made by the Working Group on Power, the energy and peaking shortage in 2001-2002 would be 3.8 per cent and 14.4 per cent respectively. The region-wise details of peaking shortage and energy shortage are at Annexure-II.

To meet the projected demand, Government have initiated various steps which, inter-alia, include addition of capacity, encouraging private sector participation in power generation, better demandside management, energy conservation measures, renovation and modernisation of existing plants, reduction of transmission and distribution losses and effective utilisation of generation by transfer of power from surplus regions to deficit regions through inter-regional links.

Annexure-I

Statewise Actual Power Supply Position in the Country during the period April'96 to January'97.

Region/ State/ System	Energy (MU NET)				PEAK (MW NET)			
	Require- ment	Avail- ability	Short- age	%	Peak demand	Peak met	Short- age	%
1	2	3	4	5	6	7	8	9
Northern Region								
Chandigarh	755	754	1	0.1	166	166	0	0.0
Delhi	11980	11684	296	2.5	2230	2073	157	7.0
Haryana	11745	11189	556	4.7	2170	1826	344	15.9
Himachal Pradesh	1931	1911	20	1.0	525	515	10	1.9
Jammu & Kashmir	3918	3207	711	18.1	900	746	154	17.1
Punjab	18635	18299	336	1.8	4020	3695	325	8.1
Rajasthan	16135	15154	981	6.1	3010	2707	303	10.1
Uttar Pradesh	34155	29605	4550	13.3	6680	5346	1334	20.0
N.R.	99254	91792	7462	7.5	18180	15116	3064	16.9
Western Region								
Gujarat	31460	28922	2538	8.1	6000	4974	1026	17.1
Madhya Pradesh	26460	23705	2755	10.4	6200	4395	1805	29.1
Maharashtra	49430	46847	2583	5.2	9200	8332	868	9.4
Goa	1062	1062	0	0.0	198	198	0	0.0
W.R.	108412	100548	7864	7.3	21000	17402	3598	17.1
Southern Region								
Andhra Pradesh	32900	25571	7329	22.3	5940	4540	1400	23.6
Karnataka	20230	14944	5286	26.1	4110	3205	905	22.0
Kerala	9445	7256	2189	23.2	2040	1551	489	24.0
Tamil Nadu	29800	25633	4167	14.0	5410	4528	882	16.3
S.R.	92375	73404	18971	20.5	16350	13066	3284	20.1

1	2	3	4	5	6	7	8	9
Eastern Region								
Bihar	8005	5799	2206	27.6	1820	997	823	45.2
DVC	6965	6759	206	3.0	1580	1253	327	20.7
Orissa	8805	8529	276	3.1	1930	1677	253	13.1
West Bengal	12860	12493	367	2.9	2800	2488	312	11.1
E.R.	36635	33580	3055	8.3	8000	6365	1635	20.4
North Eastern Region								
Arunachal Pradesh	136.4	70.1	66.3	48.6	51	40	11	21.6
Assam	2527.2	2302.0	225.2	8.9	511	511	0	0.0
Manipur	331.4	308.1	23.3	7.0	78	61	17	21.8
Meghalaya	336.4	336.4	0.0	0.0	102	102	0	0.0
Mizoram	151.3	130.5	20.8	23.7	49	49	0	0.0
Nagaland	150.1	129.1	21.0	14.0	42	39	3	7.1
Tripura	400.2	306.8	93.4	23.3	88	68	20	22.7
N.E.R.	4033.0	3583.0	450.0	11.2	875	802	73	8.3
All India	340709	302907	37802	11.1	63222	52491	10731	17.0

Annexure-II

Regionwise Power Supply Position : 2001-02

Region	PEAK		ENERGY	
	Shortage(-)/ Surplus(+)		Shortage(-)/ Surplus(+)	
	MW	%	MU	%
Northern	- 9010	- 28.4	- 23816	- 13.1
Western	- 3644	- 12.8	- 6524	- 3.7
Southern	- 730	- 3.3	+ 76	+ 0.1
Eastern	- 399	- 3.4	+ 7183	+ 10.5
North Eastern	0	0	+ 1382	+ 17.0
All India (including A&N. Lakshadweep)	- 13787	- 14.4	- 21700	- 3.8

Basic on which shortage/surplus have ben estimated :

1. Peak demand and energy requirement has been projected as per the 15th Electric Power Survey Report.
2. Capacity addition envisaged during the 9th Plan (1997-2002) : 34,000 MW.

[Translation]

DR. SATYANARAYAN JATIA : Mr. Deputy Speaker, Sir, power crisis is deepening day by day. The target set by the Government for power generation seems to be unachievable and the gap between demand and supply is widening. There was a gap of 11.1 per cent between generation of power in the country and its supply during the last 10 months and this percentage further rose to 17 per cent during the peak demand. In Madhya Pradesh the percentage of power shortage was 10.4 per cent and the gap between demand and supply was 29.1 per

cent the highest in Western region. What I had asked was the estimated position of demand and supply by 2001 A.D. and the measures likely to be taken to meet the demand. In reply, I am told that 95757 MW of power would be needed by then. At present, we are generating 63222 MW. It means we shall have to make arrangements during the next three years to generate another 32535 MW of power. I would like to know the quantum of power likely to be generated by Thermal Plants, Hydel and atomic power and what would be the break up of generation between private sector and the public sector?

[English]

SHRI T.R. BAALU : Sir, the energy required for the period April, 1996 to January, 1997 is 341 billion units and the energy produced is 303 billion units. As the hon. Member has said, the shortage is 11.1 per cent. At the same time for the years 2001 and 2002, the energy requirement will be 570 billion units whereas the energy production is estimated to be 548 billion units and the shortage is estimated to be 3.8 per cent.

As far as the Ninth Plan estimate is concerned there will be a likely addition of 34,000 MW. For the Centre, 7090 MW will be added; for the States, it will be 11,315 MW and as far as the private sector is concerned, 15,671 MW will be added.

[Translation]

DR. SATYANARAYAN JATIA : Mr. Deputy Speaker, Sir, I had asked a different question and the reply given by the hon. Minister is totally different. He is speaking about 9th Five Year Plan whereas the reply given pertains to the year 2001-2002. There is no obvious target to meet the shortage of 32,000 MW. Even then,

I want to say that we have submitted proposals to generate power by Thermal Plants and gas-based plants in Madhya Pradesh now that 29.1 per cent shortage of power is being experienced in the State. This percentage of shortage can double in the coming year. Therefore, I would like to know, through you, from the hon. Minister as to what is the position about our proposal of power-generation through gas-based plants in Madhya Pradesh?

[English]

SHRI T.R. BAALU : As far as Madhya Pradesh is concerned, the plant load factor of thermal stations in 1990-91 was 61.3 per cent and now it is 65 per cent for 1996-97. The plant load factor is increasing. At the same time as far as transmission and distribution losses are concerned, Madhya Pradesh still has a loss of 19.6 per cent. So, I would advise the State Electricity Boards, not only of Madhya Pradesh but of other States also, to contain their losses... (Interruptions) Are you in a hurry?

DR. SATYANARAYAN JATIA : I am not in a hurry; I am in a 'worry'.

SHRI T.R. BAALU : In order to meet the projected demand, the Government of India have got a lot of plan of activities to step up the production. We will add additional capacity in the Ninth Plan and encourage the private sector in the generation of power.

At the same time, we will conserve more energy and encourage the renovation and modernisation of existing plants for which we are planning to allocate Rs. 10,045 crore. We are working on the reduction of distribution losses and also on effective utilisation of generation by transfer of power from surplus to deficit areas. We have got short-term and long-term measures also. In short-term measures, we have the renovation and modernisation programme. One hundred and sixty-three stations have been renovated at a cost of Rs. 1066 crore, because of which we have been able to produce 15,000 million additional units. In short gestation projects, we are going to implement a project in eleven States for production of 12,000 MW, based on naphtha.

We ensure the availability of adequate quantity of coal by allowing imports by reducing import duties from 20 per cent to ten per cent and ensure transport of coal by the railways on time. The Coal Linkage Committee is monitoring this matter every three months.

[Translation]

DR. SATYANARAYAN JATIA : Mr. Deputy Speaker, Sir, my specific point is, as to what are his views in regard to the proposal on supply of gas based power. I was asking this. Reply has not been given in that regard. This was my only specific point. I have not asked anything else.

DEPUTY SPEAKER : Hon. Member is asking about Madhya Pradesh.

[English]

SHRI T.R. BAALU : Sir, as regards the Bansagar project, the feasible capacity is 110 megawatts and it has been approved. If there is any extra availability of gas, definitely we would supply it. If the hon. Member wants any other information, I can pass it on.

SHRI VIJAY HARISHCHANDRA PATEL : Sir, as on 31.7.1996, the total proposals under examination of CEA were for 9200 megawatts in the Government sector and 3006 megawatts in the private sector. I would like to know from the hon. Minister as to how many proposals were cleared as of now as against the pending capacity of 12,006 megawatts as on 31.7.1996, to the private sector and multi-national companies?

SHRI T.R. BAALU : At present I am not having the particulars. I would collect it and pass it on to the hon. Member.

MR. DEPUTY SPEAKER : Please repeat your question.

SHRI VIJAY HARISHCHANDRA PATEL : On 31st July 1996, the total proposals under examination of the CEA were for 9200 megawatts in the Government sector and 3006 megawatts in the private sector. How many proposals were cleared as of now as against the pending 12,006 megawatts on 31st July, 1996? Out of this, how many belong to the private sector and how many to the multi-nationals?

SHRI T.R. BAALU : Out of the total capacity of 34,076 megawatts, we have cleared 7,090 megawatts capacity.

SHRI VIJAY HARISHCHANDRA PATEL : I would like to put one more supplementary question ... (Interruptions)

[Translation]

MR. DEPUTY SPEAKER : You can put only one question. Hon. Members whose names are already there in the list can put two questions. Others can put only one question.

[English]

SHRI P. NAMGYAL : Hon. Deputy-Speaker, Sir, my State, Jammu and Kashmir, is having a record for shortage of electricity due to theft and transmission losses. Now, you have shown that there is a shortage of 17 per cent during the peak hours and 18 per cent when the supply is less. We produce a lot of electricity. Unfortunately, a lot of leakages take place in the State. The percentage of leakage is 48 which is an all time record. It is a world record. So, I would like to know from the hon. Minister as to what steps he would take to check these pilferages.

SHRI T.R. BAALU : Checking pilferages is the duty of the State Government. Anyway we would have the matter examined.

[Translation]

SHRI RAMENDRA KUMAR : Mr. Deputy Speaker Sir, thank you very much that you have atleast paid your attention to the last bench. I want to tell the hon. Minister that there was a proposal to generate 50000 MW of electricity during the Eighth Five Year Plan, but a target of only 20,000 Megawatt of electricity i.e. 40 per cent of the target out of that has been achieved. At the same time I want to say that there is about 45 per cent power shortage and the highest transmission loss of 33 per cent in Bihar. Will the Government tell us as to what action is being taken by the Central Government to remove power shortage in Bihar?

[English]

SHRI T.R. BAALU : The target during the Eighth Plan was 30,500 MW whereas the actual addition was only 17,668 MW. As far as the position in Bihar is concerned, from April, 1996 to January, 1997, the percentage of achievement of thermal generation is 52.2 whereas the Plant Load Factor is only 15 per cent. Bihar which has got a thermal generation capacity of 52 per cent has got a Plant Load Factor of only 15 per cent.

SHRI RAMENDRA KUMAR : I have asked a different question. I asked, "What are the steps that he is going to take to improve the power situation in Bihar?" ...*(Interruptions)*

MR. DEPUTY SPEAKER : The Minister is still on his legs. He has not completed his reply.

[Translation]

MR. DEPUTY SPEAKER : Sir, I am on a point of order.

[English]

MR. DEPUTY SPEAKER : During Question Hour, there can be no point of order. No. Please let him reply.

SHRI T.R. BAALU : They have to increase the Plant Load Factor. I would only urge upon the Bihar Government to increase the Plant Load Factor to its maximum capacity...*(Interruptions)*

MR. DEPUTY SPEAKER : You are a senior Member. Being a senior Member, you should know that during Question Hour there can be no point of order.

[Translation]

SHRI DATTA MEGHE : Mr. Deputy Speaker, Sir, the Minister is not giving a proper reply I have a suggestion in this regard...*(Interruptions)*

MR. DEPUTY SPEAKER : Please give it after the question hour is over.

(Interruptions)

SHRI DATTA MEGHE : Mr. Deputy Speaker, Sir, my suggestion is that the Minister of Energy should reply...*(Interruptions)*

[English]

SHRI T.R. BAALU : As per the rules, I am bound to answer.

The maximum generation that is actually possible is according to the Plant Load Factor. Bihar State should improve the Plant Load Factor. There are four States where the Plant Load Factor is below 50 per cent. They are : Assam has 26.9 per cent; Bihar has 15 per cent; UP has 47.7 per cent; and Haryana has 46.7 per cent. In the case of Delhi, it is 41.8 per cent. I only request all these States - the State Electricity Boards - to improve the Plant Load Factor...*(Interruptions)*

SHRI RAJESH PILOT : Sir, it is a very important question. Power loss is the highest in the world. If I am not mistaken, transmission losses are the highest in the world...*(Interruptions)* So, please let us have a Half-an-Hour discussion on this...*(Interruptions)*

[Translation]

MR. DEPUTY SPEAKER : I agree to your view point. You may give a notice for a half an hour discussion or for discussion under rule 193, which ever you may deem fit. We shall consider that.

SHRI P.R. DASMUNSI : We may hold a discussion under rule 193 on it.

MR. DEPUTY SPEAKER : You give notice. We will consider it.

[English]

Piped Potable Water

*244. PROF. JITENDRA NATH DAS : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) the schemes to supply pipe-line drinking water to the rural people;

(b) the number of gram panchayats taken under the scheme, State-wise;

(c) the funds placed against this scheme during the last financial year, State-wise; and

(d) the percentage of utilisation of funds, State-wise?

THE MINISTER OF RURAL AREAS AND EMPLOYMENT (SHRI KINJARAPPU YERRANNAIDU) : (a) and (b) The schemes to supply safe drinking water to the rural people include piped water supply, gravity flow schemes, handpumps, sanitary wells, rainwater harvesting structures, designed based on the availability of surface or ground water, hydrogeological conditions and their cost effectiveness. The individual schemes are approved under the Centrally Sponsored Accelerated Rural Water Supply Schemes by the States under the powers delegated to them. Progress on the implementation of the programme is monitored at the Central Government level on the basis of the habitations

covered and the rural population benefited thereon and, not scheme-wise and Gram Panchayat-wise.

(c) and (d) A Statement is laid on the Table of the House.

Statement

The Central Assistance under the ARWSP is provided to the States/UTs, based on the allocation principle. Scheme-wise/district-wise funds are allocated by the States. The funds released, expenditure incurred and the percentage of utilisation of funds during the last financial year are given below :-

Allocation, Release and Expenditure under Rural Water Supply Programme during 1995-96.

State/UT	Allocation	Releases	Expenditure	(Rs. in lakhs)
				Percentage Expenditure (5/4)×100
Andhra Pradesh	6027.00	6380.26	6027.00	94.46
Arunachal Pradesh	1092.00	1092.00	690.70	63.25
Assam	1845.00	2265.00	1865.00	87.18
Bihar	7099.00	3569.50	2276.00	64.07
Goa	170.00	255.00	85.00	33.33
Gujarat	3250.00	4050.00	2980.52	73.59
Haryana	2312.00	2569.09	2204.25	85.80
Himachal Pradesh	1216.00	1661.22	1721.82	103.65
J & K	3362.00	3893.91	4099.83	106.29
Karnataka	5544.00	6544.00	5879.23	39.84
Kerala	2819.00	2919.00	3183.32	109.06
M.P.	6673.00	6673.00	6070.77	90.98
Maharashtra	8023.00	7474.85	5769.98	77.19
Manipur	401.00	401.00	330.59	82.44
Meghalaya	430.00	220.79	559.18	253.26
Mizoram	307.00	340.00	300.21	90.80
Nagaland	422.00	211.00	130.05	85.33
Orissa	3159.00	3376.00	3247.52	96.19
Punjab	1006.00	1306.00	1246.23	82.73
Rajasthan	9739.00	10039.00	10519.04	104.73
Sikkim	372.00	372.00	571.11	99.84
Tamil Nadu	4779.00	5262.00	3373.71	64.11
Tripura	380.00	760.00	1019.81	134.19
Uttar Pradesh	11182.00	11334.38	13616.15	120.13
West Bengal	4317.00	3495.63	3493.25	99.99
A & N Islands	44.00	0.00	0.00	0.00
D & N Islands	25.00	0.00	0.00	0.00
Daman & Diu	15.00	0.00	0.00	0.00
Delhi	29.00	0.00		
Lakshadweep	12.00	0.00	10.00	
Pondicherry	30.00	60.00	40.00	66.67
Total	86680.00	86884.66	81346.34	93.63

PROF. JITENDRA NATH DAS : Thank you, Sir. In the answer I find that there are so many schemes that have been included. But yet, I am very sorry to state that even after 50 years of Independence, nearly 45 per cent of the rural people do not have access to potable drinking water.

There was a promise made by the previous Congress Government that by 1997, there would be no village without drinking water. Sir, you know that this is a basic need of the people of our country. Firstly, I would like to know from the hon. Minister as to whether he has got any time-bound programme to supply potable and pure drinking water to every habitation of India; if so, what is the time during which it will be completed? Secondly, what is the achievement during these nine months of this Government in this regard?

SHRI KINJARAPPU YERRANNAIDU : Mr. Deputy Speaker Sir, there is a time-bound programme to achieve this target. On 4th and 5th July, we Convened a Conference of Chief Ministers and in that conference, we decided to cover all villages and habitations by 2000 A.D. either through piped water or hand pumps. We specially decided to complete uncovered and partially-covered villages by 1997-98 and the remaining villages by 2000 A.D. In the Budget for 1996-97, Rs. 945 crore had been provided under the accelerated rural water supply scheme; so far, we released Rs. 925 crore to all the States and the expenditure incurred so far comes to Rs. 500 crore.

PROF. JITENDRA NATH DAS : Have you got any data about the achievement of this Government during these nine months? This was the second part of my question.

SHRI KINJARAPPU YERRANNAIDU : Yes, I have got the data. As per 1991 census, the number of revenue villages is 5,87,179 and the total habitations as per the survey as on 1.4.1994 come to 13,18,699. Recently, all the Chief Ministers requested for a further survey. We decided to resurvey all the States again under the Chairmanship of the Cabinet Secretary. The State Governments have sent their reports now. As per the latest survey, the number of problematic villages has increased to 13,23,543. In the present Budget for 1997-98, we have been allocated Rs. 1330 crore. We have enhanced it by Rs. 200 crore to achieve our goal by 2000 A.D. During the last nine months, we fully released the amounts allocated to the States and we are giving directions that they should spend the entire amount.

PROF. JITENDRA NATH DAS : Though the answer to my second part of my question is not satisfactory, I would put my second supplementary. Is it a fact that arsenic is found along with drinking water in some parts of West Bengal? If so, what is the reaction of the Government and what remedial measures have been taken or proposed to be taken by the Government.

SHRI KINJARAPPU YERRANNAIDU : Recently, one project proposal came up from 24 Parganas of West Bengal. We have cleared it because the only State where the problem of arsenic is found in West Bengal. That is why, we had given top priority to sanction that scheme and we have already sanctioned it also. The sanctioned amount is Rs. 200 crore.

[Translation]

SHRI SATYA PAL JAIN : Mr. Deputy Speaker, Sir, Chandigarh has not been included in the list given and statement made by the hon'ble Minister in which the details regarding the funds provided to different States have been given and the names of other States and Union Territories included in that. So, funds have not been sanctioned for Chandigarh under the said scheme. In this Union Territory of Chandigarh, there are 27 villages and 15 labour colonies the condition of which is worse than the villages. Now there is no drinking water there and at many places in Chandigarh there is only one tap for drinking water for 500 people in Chandigarh. Through you, I want to ask the hon. Minister the reasons for not providing funds for this Union Territory. Will he please release more funds for drinking water for Chandigarh in the coming years by including the funds which were not provided in previous years.

[English]

SHRI KINJARAPPU YERRANNAIDU : Sir, the goal of the United Front Government is to cover all the villages by 2000 AD. That is why, in the coming year, we are giving more funds to Chandigarh to cover all the non-covered villages.

SHRIMATI KRISHNA BOSE : Sir, my question relates to West Bengal. We all know that West Bengal has been declared the worst hit area in Asia because of the arsenic poisoning of drinking water. I am very happy that the hon. Minister has just now said that they have allotted a big amount for that.

We find in the 24-Parganas district which is in my constituency that many NGOs are doing good work. In case the NGOs give schemes for potable drinking water through pipeline, would the Government consider those schemes also?

SHRI KINJARAPPU YERRANNAIDU : In our Ministry, there is a separate organisation, called the Council for Advancement of People through Rural Technology. The projects from NGOs and such other things are looked after by the CAPART only. So, if any project is submitted to the CAPART for potable drinking water, we will certainly consider it.

[Translation]

SMT. JAYAWANTI NAVINCHANDRA MEHTA : Mr. Deputy Speaker, Sir, part 'B' of the question is about state-wise number of Gram Panchayats that have been

covered under the said scheme but the reply said on the table does not contain its answer. It has been said therein that they have asked the State Governments to allocate funds to the Gram Panchayats. The Minister may please also reply to it.

There are several rural areas in Maharashtra where water is supplied by tankers. By when drinking water would be provided to all those villages under drinking water supply scheme.

[English]

SHRI KINJARAPPU YERRANNAIDU : Sir, I have already given my answer. It is not scheme-wise and gram panchayat-wise. We are giving funds to the State Governments as per the requirements based on not-covered villages and partially-covered villages. So, the list is maintained by the State Governments only.

Drinking water is a State Government subject. We are giving more funds to achieve the targets. That is why scheme-wise and gram panchayat-wise figures are not available here. These figures are available with the State Governments.

However, they are sending the lists about the number of villages achieved by them. That is why I have given the figures of the total number of habitations. A village having a population of more than 250 persons is treated as one habitation. Based on that, we are allocating the funds to not-covered and partially-covered habitations to achieve the target by 2000 AD. That is why I have given it.

[Translation]

SHRI MRUTYUNJAYA NAYAK : This matter should be discussed under Rule 193.

MR. DEPUTY SPEAKER : I agree that it is an important matter. You give a written notice.

SHRI MRUTYUNJAYA NAYAK : Mr. Deputy Speaker, Sir, water and electricity are very important things. Therefore, this matter should be taken up under Rule 193.

SHRI SHRIBALLAV PANIGRAHI : Mr. Deputy Speaker, Sir, it is a very important matter, it should be taken up under Rule 193.

MR. DEPUTY SPEAKER : I also agree that it is a very important matter, but you give a notice in writing.

SHRI SHRIBALLAV PANIGRAHI : All right, we will give a notice in writing.

SHRI DILEEP SANGHANI : Mr. Deputy Speaker, Sir, there is no decorum in the House. You should maintain the decorum of the House.

MR. DEPUTY SPEAKER : Sometimes it happens so.

(Interruptions)

[English]

Allotment of Land to Slum Department

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*245. SHRI MANGAL RAM PREMI :
SHRI JAI PRAKASH (Hardoi) :

Will the PRIME MINISTER be pleased to state :

(a) whether the Ministry of Urban Affairs and Employment has given instructions to the Delhi Development Authority to allot regularly the newly developed land to Slum Department of Delhi;

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

(c) whether the Slum Department of Delhi has not been able to put to proper use of land available with it and the houses constructed for the poor people have been rented out to others; and

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

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) and (b) The Delhi Development Authority has been issued instructions on 29.1.1997 to supply 10% of the land developed by it in each residential scheme to the Slum and JJ Department of MCD at pre-determined rates for facilitating the relocation/resettlement of JJ dwellers.

(c) and (d) The Slum and JJ Department of MCD has reported that they have properly used the land available with it. No tenements constructed for the slum dwellers have been rented out, excepting using some of these tenements to meet social/educational needs of the people living in these JJ colonies. A few quarters have also been allotted to the employees of the MCD.

[Translation]

SHRI MANGAL RAM PREMI : Mr. Deputy Speaker, Sir, through you, I want to tell the Government that this Government is committed for constructing the houses for the poor people living in Jhuggis. There are about 25 lac Jhuggi dwellers in Delhi at present they are engaged in sanitation work or are labourers. They live on the banks of drains and are exposed to mosquito bites. In regard to the reply given by the Minister that they have constructed so many houses, I have to say that no houses has been constructed. I would like to know whether there will be any proper utilization of the land provided to the societies by the D.D.A. Mr. Deputy Speaker, Sir, I want to tell the Government, through you, that no person belonging to Scheduled Castes has been allocated house under the D.D.A. scheme of providing house for Rs. 50,000/- in Vasant Kunj. So, I want to ask the Minister whether the Government will

take action to resettle the people living in Jhuggis or slums or construct houses for them.

[English]

DR. U. VENKATESWARLU : Sir, this housing problem around Delhi particularly with regard to the slums is a very big problem. The problem has been perpetuated over several years. This has happened particularly due to migration of people from the surrounding areas to the city. It has now gone beyond control and the issue of migration has also remained unabated.

Sir, this question is related only to the dwelling units for the slum dwellers and the allotment of houses in Vasant Kunj and other areas does not fall within the purview of this particular question. As far as the questions on slum dwellers and JJ clusters are concerned, I would try to answer them and provide as many details as possible.

Sir, as far as the slum dwellers are concerned, the identified slums are as many as 1080 in this city. The slums which have been identified prior to the year 1991, in those cases, efforts are going on to relocate and resettle those slums to the extent possible.

The Government has adopted a three-pronged strategy to resettle the slum dwellers. This three-pronged strategy includes :

1. Where the JJ dwellers have been residing on a site prior to 31.1.1990 - referred to as "eligible" JJ dwellers - but these sites are urgently required by the land owning agency for the execution of a public project, these JJ dwellers are relocated elsewhere by providing them a serviced plot at an estimated cost of Rs. 44,000.
2. The Government is mainly pondering over an *in situ* upgradation of the JJ colony, where the land owning agency issues NOCs to Slum and JJ Department.
3. Only certain minimum basic civic amenities like water supply, sanitation and street lighting are provided in the JJ clusters.

[Translation]

SH. MANGAL RAM PREMI : Mr. Deputy Speaker, Sir, I want to ask how many Jhuggi dwellers have been resettled so far and how many remains to be resettled and by when they are likely to be provided plot in Delhi. Has the Minister detailed figures in this regard with him?

[English]

DR. U. VENKATESWARLU : So far, 6194 slum dwellers have been relocated. As far as total number of slum dwellers are concerned, there are about five lakh slum dwellers' families which live in slums. About 25

lakh population is living in slums. The efforts are on. The Government of Delhi has recently appointed a Committee under the Chairmanship of Shri Buch. The Committee is going into the problems of the slum dwellers and its report is likely to be with the Government by the end of this month. Once the report is there, further action will be pursued, with regard to the problems faced by the slum dwellers, in consultation with the State Government of Delhi.

DR. T. SUBBARAMI REDDY : Sir, I have not received answers for question number 245 to 250.

SHRIMATI SUSHMA SWARAJ : It is because there is no statement and the Minister is giving the answer. This is only the statement.

DR. T. SUBBARAMI REDDY : In my question-answer set, there is no answer for question number 245 to 250. I would like to submit that they must not give it like this.

[Translation]

SHRIMATI SUSHMA SWARAJ : The hon. Minister replies to the Starred Questions in the House but the statements attached with them are not read. The hon. member is new and perhaps he does not know it... (Interruptions)

Mr. Deputy Speaker, Sir, the reply of the Minister appears pleasant on papers. He has instructed the D.D.A. that in each residential scheme 10 per cent of land should be provided slum and J.J. department of D.D. on the prefixed rates but the problem is that D.D.A. in not developing land anywhere. Through you, I want to know the names of the places where D.D.A. propose to construct residential houses, and the places where residential scheme is proposed to be developed and the acreage of land to be developed under that out of which 10 per cent is to be provided to slum dwellers.

[English]

DR. U. VENKATESWARLU : Sir, realising the importance of the problem, the Government has very recently given instructions to DDA. The DDA has been given instructions to reserve 10 per cent area of the new settlements. As far as DDA is concerned, this instruction was given only on 29th January, 1997.

Prior to that, no specific allotment was being made by DDA to slum dwellers though certain colonies were made available by the JJ Department of DDA where 2,60,000 families were resettled. The latest instructions for 10 per cent reservation of area in all resettlements to be allotted to the slum dwellers were given only on 29th January, 1997. After that date actually no land has been given by DDA. As a matter of fact, after 1992, no land has been allotted in this particular scheme for slum dwellers.

SHRIMATI SUSHMA SWARAJ : Mr. Deputy Speaker, Sir, the Minister is a very well-meaning Minister and he had given instructions to DDA to allot 10 per cent of the

land to slum dwellers. What I was saying was that DDA is not developing the land at all. From where will this 10 per cent land be allotted by them? I wanted to ask the Minister, in what residential colony, under which residential scheme DDA is developing land, and how many acres of land DDA is developing out of which 10 per cent will be given to JJ dwellers. The Minister has given instructions - that is all right, he did it because he is a well-meaning Minister - but, is DDA developing any land? If it is not, these instructions will remain on paper only. In the next three years, what is the plan of DDA?

MR. DEPUTY SPEAKER : The Minister will ensure the development.

DR. U. VENKATESWARLU : Mr. Deputy Speaker, Sir, through you I would like to inform the hon. Member that these instructions to reserve 10 per cent of land were given only on the 29th January, 1997. This particular scheme of 10 per cent reservation has not been taken up so far. DDA is now identifying the land where 10 per cent reservation scheme can be taken up. In regard to information pertaining to earlier schemes, I have a long statement with me in which details of the land developed by the JJ Department, and the units constructed by them are given. I have that list with me. It is a very big list. I will pass on the list, giving the details of houses constructed and allotted to the hon. Member.

[Translation]

SHRI JAI PRAKASH AGARWAL : Mr. Deputy Speaker, Sir, J.J. Slum Improvement Scheme was formulated in Delhi under which the Central Government has asked the Government of Delhi to identify the localities of J.J. clusters and develop the land for resettling them there and providing them houses. The Government of India had also provided funds to the Govt. of Delhi for this. 56 such colonies were identified in Delhi where houses were to be provided to them after developing the land for which the Government of India had also provided funds to the Government of Delhi. I want to know from the hon. Minister what happened to those funds and how many people were resettled under the Scheme?

Mr. Deputy Speaker, Sir, so far as I know, they are still living there. Houses have not been constructed for them. Basic facilities have not been provided to them. There is neither a pavement nor electricity or water in their locality. If the Government really intend to help the poor and slum dwellers, it may be stated how Delhi Government has utilised the funds provided by the Union Government?

[English]

DR. U. VENKATESWARLU : Sir, as I was time and again telling, addressing the problem of JJ clusters is not a very small problem. From time to time the problem of slum improvement is being addressed by the State

Governments as well as the Union Government to the extent possible. In several clusters, basic services like electricity and water had been provided. With regard to the specific case it... (Interruptions)

MR. DEPUTY SPEAKER : Please listen to the Minister.

[Translation]

SHRI JAI PRAKASH AGARWAL : Mr. Deputy Speaker, Sir, contrary to hon. Minister's claim, electricity and water is not available there. What the hon. Minister says is not correct. I can say with a challenge, if one can show electricity and water there, I am prepared to accept any sort of punishment.

MR. DEPUTY SPEAKER : Agarwalji, first of all let the hon. Minister complete his reply.

[English]

DR. U. VENKATESWARLU : With regard to the specific case which the hon. Member is referring to, I will supply the information to him.

SHRI JAG MOHAN : Firstly, I would like to know whether the hon. Minister is aware that there is no coordination between the Slum Wing of the Corporation because it is under the Corporation and the land where the slum dwellers have to be resettled which is under the Delhi Development Authority. In view of this lack of coordination, the consequent delays that take place and the consequent cost overruns, would the hon. Minister kindly consider handing over the DDA to the State Government particularly when the Central Government can be a party to which the hon. Minister belongs and the Common Minimum Programme is committed to what is called cooperative federalism? When it is cooperative federalism, why is he not giving even a local agency like the DDA to the State Government for a proper coordination between the land owning agency and the slum dwellers to avoid cost overruns it... (Interruptions)

MR. DEPUTY SPEAKER : Hon. Members may please go to their seats.

(Interruptions)

SHRI JAG MOHAN : Secondly, will the Government of India which is owning the land where there are squatters, certify that these areas are the ones which are required by it for the next three years? Will the certificate be issued within a month or so to see that no shifting takes place from those places and to see that an effective improvement can be brought about by the Slum Department of the Municipal Corporation? These are two parts.

DR. U. VENKATESWARLU : Sir, with regard to the first part, that is, whether the DDA can be handed over to the State Government of Delhi, I would like to say that this is a question which has to be examined at length. The DDA was created by an Act of Parliament

as early as in 1957. This particular demand of handing over DDA to the Delhi Government is to be debated once again in Parliament since DDA itself has been created by an Act of Parliament. *Suo motu* at this particular point of time, I will not be in a position to give any answer to the hon. Member in regard to the handing over of the DDA to the Delhi Government...*(Interruptions)*

SHRI JAG MOHAN : The hon. Minister may read through the debate...*(interruptions)*

DR. U. VENKATESWARLU : Shri Jag Mohan is a learned person and an hon. Member. Everyday we discuss the issue of Delhi among several other issues.

This particular issue requires a long debate.

With regard to the second part, we will certainly come up with a better coordination with the State Government of Delhi for addressing this problem once the Buch Committee gives its recommendations to the State Government of Delhi.

Exploration of Hydrocarbon

*246. SHRI NAMDEO DIWATHE : Will the PRIME MINISTER be pleased to state :

(a) whether experts committee have recommended single widow clearance for hydrocarbon resources utilisation to strengthen international cooperation in proper exploration and utilisation of hydrocarbon resources for economic advancement of all the countries;

(b) if so, the reaction of the Government to the proposals made in this regard; and

(c) the details of action plan drawn up to facilitate greater global cooperation in the exploration of hydrocarbons?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) : (a) Government is not aware of any such recommendations made by an "experts committee".

(b) and (c) Do not arise.

[Translation]

SHRI NAMDEO DIWATHE : Mr. Deputy Speaker, Sir, due to hike in production and drilling cost of Oil and Natural Gas Commission the expenditure is likely to increased and many companies are not agreed to renew rigs contract. It may affect our oil production. I would like to know as to the steps being taken by the Government in this regard so as to find out a lasting solution to this problem with international cooperation?

[English]

SHRI T.R. BAALU : Sir, to attract private investment the working Group of Petroleum sector for the formulation of Ninth Five Year Plan has recommended certain major fiscal incentives to secure participation by the private

sector in the exploration of oil and gas...*(Interruptions)*
Some incentives in the reduction of cess and royalty; cess and royalty to be made and ad-valorem of oil and gas price not for a specific amount; withdrawal of customs duty on import-related to upstream operations; development of special package for exploration in the North-Eastern States; and exploration efforts to be treated at par with research and development infrastructure etc. for giving tax incentives.

[Translation]

SHRI NAMDEO DIWATHE : Mr. Deputy Speaker, Sir, due to the wrong policies of the Government Kerosene is selling at Rs. 2.60 litre in rural areas and the rate is Rs. 10 per litre in the open market. Will any stren action be taken against those people who are selling kerosene at Rs. 10 per litre?

[English]

SHRI T.R. BAALU : The matter is under consideration. We will be coming to the point.

WRITTEN ANSWERS TO QUESTIONS

[English]

Prices of Petrol

*243. SHRI MADHAVRAO SCINDIA : Will the PRIME MINISTER be pleased to state :

(a) whether India is the only country where prices of diesel and petrol are not identical; and

(b) if so, the reasons therefor; and the steps taken to rationalise these prices?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) : (a) and (b) No Sir. According to the data available, the prices of Diesel (HSD) and Petrol (MS) are fixed differentially in various countries. The prices of these products in some of the countries are given below :

Prices of Diesel and Petrol in Various Countries

Prices in Local Currency/Litre

Country	Currency	Diesel	Petrol	Differential (Percentage)
1	2	3	4	5
Germany	Mark	1.27	1.59	25.2
France	Franc	4.00	5.70	42.5
Finland	Markka	3.91	5.54	41.7
Sweden	Sek	6.70	8.21	22.5

1	2	3	4	5
Greece	Drachmas	151.09	225.47	49.2
Belgium	Franc	28.10	40.00	42.3
Italy	Lire	1495.00	1910.00	27.8
Spain	Pesetas	94.00	120.00	27.7
China	RMB	2.16	2.40	11.1
Phillipines	Pesos	7.57	10.26	35.5
Thailand	Bhat	8.16	8.46	3.7
Myanmar	Kyat	2.31	2.39	3.5
Bangladesh	Taka	12.70	13.70	7.9
Japan	Yen	95.00	120.00	26.3
Pakistan	Rupees	9.66	17.23	78.4
India	Rupee	8.02	21.13	163.5

Diesel is an item of mass consumption and its price in India is fixed by Government taking into account various factors like production cost, socio economic factors etc. The price of Petrol is fixed in such a manner to cross subsidise certain essential petroleum products used by vulnerable sections of the society.

[Translation]

Tatkal Seva Scheme

*247. SHRI SATYA DEO SINGH :
SHRI PANKAJ CHOWDHARY :

Will the PRIME MINISTER be pleased to state :

(a) whether the Government have recently announced a revised "Tatkal Seva" scheme for issue of fresh LPG connections;

(b) if so, the details thereof;

(c) the benefits likely to accrue under this scheme to the LPG consumers; and

(d) the time by which this scheme is likely to be introduced?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU):

(a) Yes, Sir.

(b) and (d) As per the modified Tatkal Scheme which has come into effect from 20.2.97, any person can have an LPG connection by paying a non-refundable amount of Rs. 4000/- in addition to regular security deposit towards cylinders and regulator, subject to the condition that he does not already possess an LPG connection. The connection will be installed at customer's premises within seven days from the date of receipt of application.

(c) Any person who is in urgent need of an LPG connection, can avail of the same immediately under Tatkal Scheme.

[English]

Special Funds for Drought Programmes of Orissa

*248. SHRI SARAT PATTANAYAK : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) whether the Government is considering any proposal to provide special funds for rural drinking water programme in drought prone areas of Bolangir and Nuapada in Orissa;

(b) if so, the details thereof; and

(c) the total amount released under JRY to drought prone districts of Orissa during 1996-97?

THE MINISTER OF RURAL AREAS AND EMPLOYMENT (SHRI KINJARAPPU YERRANNAIDU) :

(a) and (b) Rural Water Supply Schemes in the drought Prone Areas of Bolangir and Nuapada are included in the plan of action of the State to provide safe drinking water to all habitations in the State. Under the Centrally Sponsored Accelerated Rural Water Supply Programme, in addition to the normal allocation of Rs. 34.68 crore, an additional allocation of Rs. 5.68 crore has also been made and released to cover the 'Not Covered' and 'Partially Covered' habitations (less than 10 lpcd) in the State. Further under the Basic Minimum Services, an allocation of Rs. 79.26 crore has also been made to the State, to be utilised for the seven basic minimum services, including Rural Water Supply.

(c) An amount of Rs. 1904.66 lakhs was released as central assistance to six drought prone districts of Orissa i.e. Kalahandi, Nuapada, Sonepur, Bolangir, Boudh, and Nayagarh during 1996-97.

[Translation]

Promotion of Hindi

*249. SHRI JAGDAMBI PRASAD YADAV : Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state :

(a) whether his Ministry propose to implement the national language Hindi, as an official language, fully in this Golden Jubilee year of Independence; and

(b) whether this Department propose to adopt a resolution during the current year?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION AND MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI YOGINDER K. ALAGH) : (a) and (b) Ministry of Science and Technology complies with the guidelines issued by the Deptt. of Official Language (Ministry of Home Affairs) from time to time regarding implementation of Official Language.

No proposal is under consideration for adoption of a specific resolution.

[English]

Import of Liquefied Natural Gas

*250. DR. T. SUBBARAMI REDDY :
SHRI SONTOSH MOHAN DEV :

Will the PRIME MINISTER be pleased to state :

(a) whether the Oil and Natural Gas Corporation and Indian Oil Corporation and Gas Authority of India are planning to set up a project to import liquefied natural gas for the power sector;

(b) if so, whether any concrete efforts by the Ministry in this regard have been worked out; and

(c) if so, to what extent imports of liquid natural gas are likely to be made available during 1997?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU):
(a) Yes, Sir.

(b) Probable locations for the LNG import terminals have been identified by GAIL. GAIL has received bids for the feasibility study for the terminals and also for LNG supplies.

(c) Creation of facilities for the import of LNG may take 4-5 years. No LNG may be imported during 1997.

[Translation]

Funds for RFPs

*251. SHRI D.P. YADAV : Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state :

(a) the criteria laid down for extending financial assistance for rural food processing industries;

(b) the total funds sanctioned during the last three years for the rural food processing industries in the rural areas of Uttar Pradesh; and

(c) the funds likely to be allocated during 1997-98?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI DILIP KUMAR RAY) : (a) The developmental Plan Schemes, operated by the Ministry of Food Processing Industries, aim at the overall development of food processing industries in the whole country including rural areas. These are project specific and not State or area specific. However, one of the schemes envisages financial assistance for setting up of Food Processing and Training Centres (FPTCs) in rural areas. The quantum of assistance is limited to Rs. 2-7.5 lakhs for purchase of Plant and Machinery, and Rs. 1-2 lakhs as seed capital for single on multi-product lines respectively. In addition, assistance upto Rs. 50,000/-, subject to actuals, is also provided per Food Processing and Training Centres for the training of the trainers at Central Food Technological

Research Institute (CFTRI), Mysore or such other Institute approved by the Ministry.

(b) An amount of Rs. 62.84 lakhs for setting up 18 Food Processing and Training Centres in rural areas has been provided in respect of proposals received from the State of Uttar Pradesh during the last three years (1993-94 to 1995-96).

(c) An Annual Plan outlay of Rs. 60.00 crores is provided for 1997-98 for the Schemes of the Ministry covering different sectors such as Grain-Processing, Horticulture based industries, Meat and Poultry Processing, Fisheries, Milk based Industries etc.

[English]

Natural Gas

*252. SHRI GORDHANBHAI JAVIA : Will the PRIME MINISTER be pleased to state :

(a) whether the Natural Gas is flared up in large quantity in Gujarat;

(b) the quantity of Natural Gas flared up everyday in the State;

(c) the total cost of the Natural Gas flared up, State-wise;

(d) whether the Government propose to divert this Natural Gas for industrial and domestic use; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU):
(a) and (b) 0.92 MMSCMD of gas is currently being flared in Gujarat.

(c) The Statewise cost of currently flared gas per day is as below :

	(Rs./Lakhs)
Gujarat	13.8
Assam	9.6
Arunachal Pradesh	1.5
Tamil Nadu	2.3
Western Offshore	28.0

(d) and (e) ONGC and OIL are setting up the required transportation and compression facilities to reduce the flaring to technically minimum levels.

LPG Cylinder

*253. SHRIMATI GEETA MUKHERJEE : Will the PRIME MINISTER be pleased to state :

(a) whether the Government have accepted

Shantilal Shah Committee Report of 1969 on oil pricing wherein the cost of 1.15 kg. LPG was equated to 1 litre of Kerosene;

(b) the complete break-up of the cost of a cylinder;

(c) whether it is a fact that the oil companies are charging at the rate of Rs. 180/- per cylinder for drawing subsidy from the oil pool account; and

(d) if so, the amount of subsidy per year?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU): (a) and (b) The existing system of pricing of petroleum products is based on the recommendations of Oil Prices Committee (1976) as amended by the Oil Cost Review Committee (OCRC) 1984. The cost of production of LPG would vary from refinery to refinery depending on the level of crude thrupt, pattern of production, delivered cost of crude oil, the cost of processing/refining and return on capital employed. The estimated cost of production in the country of LPG (Packed Domestic), inclusive of additional impact of imported LPG but exclusive of cost of marketing activities, on an industry basis considering weighted average cost of crude and margins thereon for the year 1996-97 works of about Rs. 9110/MT.

(c) and (d) The subsidy on LPG Packed (Domestic) during 1996-97 is estimated to be Rs 1950 crores.

[Translation]

Gross Domestic Products

*254. SHRI SURENDRA YADAV :
SHRI NAWAL KISHORE RAI :

Will the Minister of PLANNING AND PROGRAMME IMPLEMENTATION be pleased to state :

(a) whether the Planning Commission has identified the percentage contribution of various sectors of Gross Domestic Products like agriculture and its related areas, industry and service sector while evaluating the Eighth Five Year Plan;

(b) if so, the percentage of contribution of these sectors during the Eighth Five Year Plan;

(c) the names of sectors and year in which it did not achieve its target; and

(d) the difference between real position and target?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION AND MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI YOGINDER K. ALAGH) : (a) to (c) Yes, Sir. A statement indicating the percentage contribution of agriculture, industry and service sectors to the Gross Domestic Product during the Eighth Plan (1992-97) and the target projected for the terminal year of the Plan is enclosed

(d) The targets are not made annually.

Statement

S.No. Sectors	VIII Plan Sectoral Share in GDP (at 1980-81 prices)					(Per cent)
	1992-93	1993-94	1994-95	1995-96*	1996-97*	VIII Plan Projection for 1996-97
1. Agriculture	30.19	29.50	28.79	26.85	26.07	24.60
2. Industry	29.08	29.28	29.89	31.14	31.69	33.20
3. Services	40.73	41.22	41.32	42.01	42.24	42.20
4. Total	100.00	100.00	100.00	100.00	100.00	100.00

* Estimates for 1995-96 are Quick Estimates and for 1996-97 are Advance Estimates of CSO.

[English]

Private Power Projects

*255. SHRI SATYAJITSINH DULIPSINH GAEKWAD :
Will the PRIME MINISTER be pleased to state :

(a) whether the Government have taken any decision recently to allow private sector participation in the power sector;

(b) if so, the details thereof;

(c) whether some specific power projects have been offered to private sector for the generation of power in the country;

(d) if so, the number and details thereof, State-wise, alongwith the names of entrepreneurs; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU): (a) and (b) Yes, Sir. The Electricity Laws (Amendment) Ordinance, 1997 has been promulgated on 24.1.1997. The amendments recognise 'transmission' as an activity distinct from generation and distribution and provides for issue of transmission licenses by the Central and State Governments for inter-State and intra-State transmission of power, respectively, thus facilitating private participation in the transmission sector also.

(c) to (e) Since the inception of the private sector policy of the Government in 1991 and to date, 128 proposals have been received for setting up a

generation capacity of 70,549 MW and involving a estimated investment of Rs. 2,53,405.29 crores. These include 96 proposals on the Memorandum of Understanding (MoU)/Letter of Intent (LoI), etc., route costing above Rs. 100 crores and 32 proposals on the competitive bidding route costing more than Rs. 1000 crores. Details are given in the Statement enclosed. A Private power project being set up by in Indian or foreign company has to obtain clearances from State and Central agencies, and has to tie up finances from Indian financial institutions/foreign banks etc. The specific commissioning schedule for setting up the projects can be determined only after the companies achieve financial closure.

Statement

Tentative Details of Expression of Interests by Private Sector Companies

S.No.	Name of Project	Foreign/ Indian	Capacity (MW)	Prov. Cost (Rs. Crs.)	Name of Company
1	2	3	4	5	6
Andhra Pradesh					
1.	Godavari GBTP	Foreign/Indian - JV	208 MW	778.000	Spectrum Tech. USA/Jaya Foods and NTPC
2.	Jegurupadu GBPP	Foreign/indian - JV	216 MW	816.000	GVK Industries Ltd., USA
3.	Jegurupadu-II CCFP	Indian	235 MW	816.000	M/S. G.V.K. India Ltd.
4.	Kondapally TPS	Indian	355 MW	1242.500*	Lanco Industries Ltd.
5.	Krishnapatnam 'A' TPS	Indian	500 MW	1720.000	GVK Industries Ltd.
6.	Krishnapatnam 'B' TPS	Foreign	500 MW	1720.000	Besicorp Int. Power, USA
7.	Peddapuram	Indian	300 MW	1050.000*	M/s. Satyam Constructions
8.	Ramagundum	Indian	2x260 MW	2211.400	BPL Group
9.	Vemagiri TPS	Indian	468 MW	1638.000*	Nippon Denro Ispat Ltd.
10.	Vishakhapatnam TPS	Foreign/Indian - JV	2x520 MW	4297.810	M/s. Hinduja National Power Corporation Limited.
	Total 10		4342.00	16289.710	
Assam					
11.	Namrup TPS Ext.	Indian	120 MW	302.830	M/s. Assam Valley Power Corpn. Ltd.
	Total 1		120.00	302.830	
Bihar					
12.	Jojobera	Foreign/Indian - JV	3x67.5 MW	981.000	Tata Steel/Nission Energy, USA
	Total 1		202.50	981.000	
Delhi					
13.	Bawana GBPP	Foreign	800 MW	2000.000	Reliance Industries Ltd.
14.	New Delhi TPS	Foreign/Indian - JV	300 MW	1615.450	M/s. JMC Development, USA/ Appolo Hospitals
	Total 2		1100.00	3615.450	

1	2	3	4	5	6
Gujarat					
15.	Baroda CCGT	Indian	167 MW	364.210	Gujarat Industries Power Co Ltd.
16.	Chhara		600 MW	2100.000*	Under Bidding
17.	Ghogha		3x125 MW	1450.000	Under Bidding
18.	Hazira CCGP	Foreign/Indian - JV	1x515 MW	1745.000	M/s. Essar Power Ltd., Mauritius
19.	Jamnagar	Foreign	2x250 MW	2075.290	Reliance Power Ltd.
20.	Mundra		500 MW		
21.	Paguthan GBPP	Foreign/Indian - JV	655 MW	2248.140	Gujarat Torent Energy Corpn. Ltd./Siemens. German
22.	Pipavar		1x615 MW	1955.000	Under Bidding
23.	Pipavav Coastal TPP		2x500 MW	3500.000	Under Bidding
24.	Surat Lignite	Indian	2x125 MW	1103.000	Gujarat Industries Power Company Ltd. Baroda.
	<u>Total 10</u>		<u>5177.00</u>	<u>18350.640</u>	
H. Pradesh					
25.	Allain - Duhangan	Indian	192 MW	777.190	Rajasthan Spinning and Weaving Mills Ltd.
26.	Baspa-ST-II	Indian	300 MW	949.230	Jai Prakash Industries Ltd.
27.	Dhamwari HEP	Foreign	70 MW	385.000	M/s. Dhamwari Power Co., USA
28.	Hibra HEP	Foreign	231 MW	708.500	Harza Engineering Company U.S.A.
29.	Karchan Wangtoo	Indian	1000 MW	4397.000	Jai Prakash Industries Ltd.
30.	Kol Dam		800 MW	2800.00	Under Bidding
31.	Malana HEP	Indian	86 MW	380.000	Rajasthan Spinning and Weaving Mills Ltd.
32.	Rampur		680 MW	2380.000	Under Bidding
33.	UHL - III HEP	Indian	2x50 MW	469.300	Ballarpur Industries Ltd. Delhi
	<u>Total 9</u>		<u>3459.00</u>	<u>13246.220</u>	
Jammu and Kashmir					
34.	Burser HEP		1020 MW	2000.000	Under Bidding
35.	Kishenganga HEP		3x110 MW	1000.000	Under Bidding
36.	Pakaldul HEP		1000 MW	2000.000	Under Bidding
37.	<u>Sawalkot</u>		<u>3x200 MW</u>	<u>2000.000</u>	<u>Under Bidding</u>
	<u>Total 4</u>		<u>2950.00</u>	<u>7000.000</u>	
Karnataka					
38.	Almatti N. Thanmakal	Foreign	1107 MW	3600.000	M/s. Chamundi Power Comp. Ltd., USA
39.	Ankola Komta (Hospet)	Foreign/Indian - JV	2x250 MW	528.900	Deccan Power Corpn. Ltd., USA
40.	Bangalore	Foreign	500 MW	1750.000*	NRI Capital Corporation, USA
41.	Bangalore CCGP	Foreign/Indian - JV	100 MW	405.930	M/s. Peenya Power Company Ltd., USA

1	2	3	4	5	6
42.	Bidadi CCPP	Indian	330 MW	987.050	M/s. Karnataka Power Corpn. Ltd.
43.	Bidar	Indian	100 MW	346.750	AMG Power Ltd.
44.	Bijapur (TELGI)	Indian	150 MW	497.000	KEI Energy Ltd., Hyderabad
45.	Dharwad TPS	Foreign/Indian - JV	300 MW	1120.000	Wescopower Generation Ltd.
46.	Hassan	Indian	200 MW	700.000*	M/s. Hasan Power Company Ltd.
47.	Indi	Indian	100 MW	333.840	HMG Power Ltd.
48.	Jam Khandi	Indian	100 MW	333.840	HMG Power Ltd.
49.	Kolar	Indian	100 MW	333.840	HMG Power Ltd.
50.	Mangalore TPS	Foreign	4x250 MW	3654.000	Mangalore Power Comp. Ltd. (Promoted by M/s. Cogentrix India)
51.	Manglore TPS	Indian	1000 MW	4591.000	Nagarjuna Chemicals and Fertilizers Ltd.
52.	Mysore TPS	Indian	2x250 MW	2560.000	M/s. Mysore Power Gen. Pvt. Ltd.
53.	Nanjangudua	Foreign/Indian - JV	110 MW	385.000*	Independent Power Services Company, USA
54.	Thubinakere (Mandya)	Indian	145 MW	507.500*	Mandya Power Partners Ltd.
55.	Torangallu	Foreign/Indian - JV	2x130 MW	839.000	Jindal/Tractbel Power Comp. Ltd., Belgium
	<u>Total 18</u>		<u>6602.00</u>	<u>23473.650</u>	
Kerala					
56.	Cheemeni TPP	Indian	500 MW	2140.000	BPL Group
57.	Kanjikode DGPP	Indian	100 MW	354.140	W.I. Services and Estates Ltd., New Delhi
58.	Kannur CCGT	Indian	500 MW	1563.000	M/s. KPP Nambiar and Associates
59.	Kasargod	Foreign/Indian - JV	500 MW	1701.000	Finolex Energy Corporation Ltd., UK/USA
60.	Kasargod	Indian	60 MW	222.100	Kasarsod Power Corp. Ltd. (M/s. RPG)
61.	Kasargod TPC	Foreign/Indian - JV	2x389 MW	2300.000	M/s. Kasargod Power Corporation Ltd.
62.	Kottvkal	Indian	348 MW	1264.790	Kumars Energy Corporation
63.	Palakkad	Foreign	344 MW	1163.900	Palakkad Power Generating Co./Ensearch Intl. Ltd. USA.
64.	Vypeen	Foreign	650 MW	1915.560	Siasin Energy Pvt. Ltd., USA
	<u>Total 9</u>		<u>3780.00</u>	<u>12624.490</u>	
M. Pradesh					
65.	Bhander Duel Fuel TPS	Foreign/Indian - JV	330 MW	1163.530	Essar Inv. Ltd. Bombay (M/s. CIPL), Mauritius
66.	Bhilai TPS	Foreign/Indian - JV	2x250 MW	2339.400	Joint Venture of SAIL, L and T. Cea. (USA)
67.	Bina TPS	Foreign/Indian - JV	4x250 MW	2520.360	M/s. Bina Power Supply Co. Ltd. (M/s. Grasim Ind. Ltd.),

1	2	3	4	5	6
68.	Guna Duel Fuel TPS	Foreign/Indian - JV	3x110 MW +1x110	1160.000	M/s. STI, Indore, USA
69.	Gwalior li (Diesel) PP	Foreign/Indian - JV	8x15 MW	464.990	M/s. Gwalior Power Co. Ltd. (Wartsila Diesel Finland)
70.	Jhabua	Foreign/Indian - JV	330 MW	1193.000	M/s. Kedia Dostellerves Ltd.
71.	Khandwa CCGT	Indian	150 MW	449.380	M/s. Madhya Bharat Energy Corpn. Ltd.
72.	Korba East TPP. Ph. II	Indian	210 MW	837.310	M/s. Raipur Alloys and Steels Ltd., Raipur
73.	Korba East TPP. Ph. I	Indian	3x30 KW	239.260	M/s. Raipur Alloys and Steels Ltd., Raipur
74.	Korba East TPS	Foreign	2x535 MW	4353.260	Daewoo Corporation South Korea
75.	Korba West Extn	Indian	2x210 MW	1812.460	M/s. India Thermal Power Ltd. (M/s. Mukand Ltd.)
76.	Korba West TPS	Indian	2x250 MW	1750.000*	RPG Industries Ltd., Calcutta
77.	Maheshwar HEP	Foreign	10x40 MW	1500.000	M/s. Shree Maheshwar Hydel Power Corpn. Ltd. U.S.A.
78.	Narsinghpur	Foreign/Indian - JV	150 MW	538.400	M/s. Global Boards Ltd., USA
79.	Pench TPS	Foreign	2x262.5 MW	2228.000	Soros Fund Management, USA
80.	Pithampur DGPP	Indian	8x15 MW	428.600	Shapoorji Palonji Power Comp Ltd., Bombay
81.	Raigarh TPS Ph-I	Indian	1000 MW	3500.000*	Jindal Strips Pvt. Ltd.
82.	Rajgarh Dual Fuel CCPP	Indian	3x110 MW	1155.000*	M/s. Alpine Ind. Pvt. Ltd., Indore
83.	Ratlam	Indian	120 MW	420.000*	M/s. GVK Power Limited.
	<u>Total 19</u>		<u>7695.00</u>	<u>28052.950</u>	
Maharashtra					
84.	Bhadrawati TPS (ST.I)	Foreign	2x536 MW	5187.000	Ispat Alloys Ltd./ECGD, UK/ EDF France
85.	Dabhol CCGT (LNG)	Foreign	2015 MW	9051.270	Enron Dev. Corpn., GE and Bechtel, USA
86.	Khaperkheda Units 3 and 4	Foreign/Indian - JV	2x250 MW	1750.000	M/s. Ballarpur Industries Ltd.
87.	Patalganga GBPP	Foreign	410 MW	1435.000	Reliance Industries Ltd..
	<u>Total 4</u>		<u>3997.00</u>	<u>17423.270</u>	
Orissa					
88.	Bombai TPS	Foreign	500 MW	2361.800	Galaxy Power Co., USA and Indeck of Chicago
89.	Duburi TPS	Foreign/Indian - JV	2x250 MW	1548.000	Kalinga Power Corporation (NE Power, USA)
90.	Durgapur	Indian	2x250 MW	2330.200	J.K. Corporation Ltd.
91.	Hirma-TPS ST-1	Foreign	6x660 MW	14033.000	M/s. CEPA, Hong Kong
92.	IB Valley TPS- Unit 3 and 4	Foreign	420 MW	1993.630	IB Valley Corporation, USA
93.	Lapanga TPS	Foreign	500 MW	1900.000	Samlai Power (Lapanga) Company Ltd., USA

1	2	3	4	5	6
94.	Naraj TPS	Indian	2x250 MW	1990.000	Orissa Power Partners Ltd.,
	<u>Total 7</u>		<u>6880.00</u>	<u>26156.630</u>	
Punjab					
95.	GNTOP ST-IV		2x250 MW	1750.000	Under Bidding
96.	Govindwal Sahib		2x250 MW	1750.000	Under Bidding
	<u>Total 2</u>		<u>1000.00</u>	<u>3500.000</u>	
Rajasthan					
97.	Barsingsar TPS		2x250 MW	1750.000*	Hindustan Development Corporation Ltd.,
98.	Dholpur CAPP	Indian	2x389 MW	2424.600	M/s. R.P.G.
99.	Jalipa		3x300 MW	1967.540	West Power
100.	Kapurdi		2x300 MW	1932.460	West Power
101.	Suratgarh Stage-II		2x250 MW	1597.900	Under Bidding
	<u>Total 5</u>		<u>3278.00</u>	<u>9672.530</u>	
Sikkim					
102.	Teesta-III		1200 MW	4200.000	Under Bidding
	<u>Total 1</u>		<u>1200.00</u>	<u>4200.000</u>	
Tamil Nadu					
103.	Basin Bridge Stage-II	Foreign	4x50 MW	757.100	G M R Vasavi Power Corporation Ltd.
104.	Cuddalore TPS	Foreign	2x660 MW	6495.000	Cuddalore Power Company Ltd.
105.	Gummidi Poondi	Indian	1000 MW	3600.000	M/s. GVK Industries Ltd., Hyderabad
106.	Jayamkondam Lignite PP	Foreign	1500 MW	5250.000*	M/s. Jayamkondam Lignite Power Corpn. Limited, Germany
107.	North Madras II	Foreign/Indian	2x525 MW	4207.280	Videocon Power Ltd./Edison Mission Energy, USA
108.	North Madras T.P.P. III	Indian	500 MW	2400.000	M/s. Tri-Sakthi Energy Pvt. Ltd., Madras,
109.	Pillai Peru Malnallur	Foreign/Indian - JV	330.5 MW	1121.700	Dyna Vision of Reddy Group/J. Makowski/P. Vijayakumar
110.	Relocation TPS	Indian	1520 MW	2551.500	HMG Power (Ennore) Limited.
111.	Samal Patti DEPP	Indian	100 MW	424.560	M/s. Siv Industries Ltd. Coimbatore
112.	Samayanallur D.E.P.P.	Indian	100 MW	385.000	M/s. Balaji Power Corpn. Pvt. Ltd.
113.	Tuticorin IV TPS	Indian	525 MW	2420.000	M/s. Tamil Nadu Petro Products Ltd. (TPL)
114.	Vembar TPP	Indian	2000 MW	7000.000	M/s. Indian Power Projects Ltd., Madras.
115.	Zero Unit (NLC)	Foreign	250 MW	1200.000	ST Power Systems Inc., USA
	<u>Total 13</u>		<u>10395.50</u>	<u>37812.140</u>	

1	2	3	4	5	6
Uttar Pradesh					
116.	Anpara 'C'	Foreign	1000 MW	3500.000	M/s. Hyundai Heavy Industries Co. Ltd. of Korea
117.	Jawaharpur TPS	Foreign	800 MW	2896.000	Pacific Electric Power Dev. Corpn. Canada
118.	Maneri Bhali II HEP		304 MW	1064.000	Under Bidding
119.	Pala Maneri HEP		460 MW	1610.000	Under Bidding
120.	Partabpur	Foreign	2000 MW	7000.000	M/s. ISN International, USA
121.	Rosa TPS	Foreign/Indian-JV	2x283.5 MW	2587.470	Indo-Gulf Fertilizers and Chemicals India and Power Gen
122.	Srinagar HEP	Indian	5x66 MW	1510.000	M/s. Duncan Agro Ind. Ltd., Calcutta
123.	Tapovan Vishnugad HEP		360 MW	1260.000	Under Bidding
	Vishnuprayag HEP	Indian	4x100 MW	1116.000	Jaiprakash Industries Ltd.
	<u>Total 9</u>		<u>6221.00</u>	<u>22543.470</u>	
West Bengal					
125.	Ballagarh TPS	Foreign/Indian - JV	2x250 MW	2234.690	Balagarh Power Co. Ltd. (CESC/ADB/TFC), USA
126.	Budge Budge	Indian	2x250 MW	1638.000	CESC Ltd. Calcutta
127.	Gouripore TPS	Foreign/Indian - JV	2x75 MW	680.620	Gouripore Power Comp. Ltd. Calcutta
128.	Sagardighi TPS	Foreign/Indian - JV	2x500 MW	3677.000	DCL Kuljiam Corpn. CMS Generation, USA
	<u>Total 4</u>		<u>2150.00</u>	<u>8230.310</u>	
	<u>G.Total 128</u>		<u>70549.00</u>	<u>253475.290</u>	

* Rs. 3.5 CR/MW Has been assumed as Capital Cost wherever State/Promoters has not given the Provisional Cost Estimates.

Modernisation of Power Stations

*256. SHRI KASHI RAM RANA :

SHRI RAMESH CHENNITHALA :

Will the PRIME MINISTER be pleased to state :

(a) the total number of inoperative power stations of NTPC and NHPC in the country at present, State-wise;

(b) the total number of such power stations which are not generating power as per their installed capacity;

(c) the reasons therefor in each case; and

(d) the corrective measures being contemplated by the Government for their renovation and modernisation?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU):
(a) to (c) No Power Station of NTPC and NHPC in the country is inoperative at present. Farakka STPS (1600 MW) in West Bengal and Talcher TPS (1000 MW) in Orissa of NTPC have not been generating to their full

capacity mainly due to low demand in off-peak period in Eastern region. There has also been some operational problem in replacement of generator rotor in Talcher units. Kawas GT (645 MW) and Gandhar (648 MW) in Gujarat of NTPC have not been generating to their full capacity due to insufficient supply of gas. As regards power stations of NHPC, all stations can produce power to full capacity subject to availability of water.

(d) NTPC and NHPC stations are fairly new and hence renovation and modernisation is presently not contemplated.

Incentives to Electronic Industry

*257. SHRI NITISH BHARADWAJ :

SHRI KACHARU BHAU RAUT :

Will the PRIME MINISTER be pleased to state :

(a) whether easing of curbs on the import of electronic gadgets will adversely affect the domestic electronic industry;

(b) if so, the incentives being given to domestic electronic industry to keep itself in the market;

(c) whether any new inventions/research are being undertaken in the field of electronics;

(d) if so, the details thereof; and

(e) the achievement made in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION AND MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI YOGINDER K. ALAGH) : (a) No, Sir.

(b) Does not arise.

(c) to (e) Yes, Sir. Some of the major achievements are given below :

- (i) Parallel Processing Computer (Super computer).
- (ii) Technologies related to Indian languages in Computer.
- (iii) Electronics Switching for Telephone Exchange.
- (iv) High Voltage Direct Current transmission.
- (v) Linear accelerator for cancer radiation therapy (LINAC).
- (vi) Computer Networkings.
- (vii) Strategic Electronics.
- (viii) Electronic System for use in Railways, Sugar Textile Industry etc.

Closure of Nuclear Units

*258. SHRIMATI VASUNDHARA RAJE : Will the PRIME MINISTER be pleased to state :

(a) the number of nuclear units in the country;

(b) whether some of these units have been shut down;

(c) if so, the names of those nuclear units and the reasons for the closure of those units;

(d) whether Government propose to set up new nuclear units or to expand the existing units during Ninth Plan;

(e) if so, the details of the plan of the Government in this regard; and

(f) the target fixed for nuclear energy generation during Ninth Plan?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION AND MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI YOGINDER K. ALAGH) : (a) There are ten nuclear power reactors installed in the country.

(b) and (c) Unit-I of Rajasthan Atomic Power Station (RAPS) at Kota is presently shutdown from February, 1994 due to a heavy water leak from the Over Pressure Relief Device (OPRD) located in an inaccessible area. Unit-2 has been shutdown from 1st August, 1994 for inservice inspection and enmasses replacement of coolant channels and upgradation of systems.

(d) and (e) The ninth plan proposals for nuclear power sector have not yet been finalised by the Government. The proposals for Ninth Five Year Plan 1997-2002 envisage commencement of construction of two units of 500 MWe of Tarapur-3 and 4, two units of 220 MWe of Kaiga-3 and 4 besides the Kudankulam (2 x 1000 MWe) project in technical co-operation with Russian Federation. Towards the end of the Ninth Plan period preliminary work on one 500 MWe Prototype Fast Breeder Reactor (PFBR) is also proposed to be commenced. 300 MWe capacity of Rajasthan Atomic Power Station (RAPS-1 and 2) presently under capital maintenance is expected to be brought back into operation during 1997-98. 880 MWe of new generating capacity, consisting of two units each of 220 MWe at Kaiga in Karnataka and Rawatbhata in Rajasthan, is expected to be commissioned during 1998-99.

(f) The targeted generation of electricity from nuclear power plants during the Ninth Five Year Plan period is about 50,000 Million Units with total generating capacity expected to reach 2720 MWe by 1998-99.

Revamping of Self-Employment Schemes

*259. SHRI R. SAMBASIVA RAO : Will the Minister of PLANNING AND PROGRAMME IMPLEMENTATION be pleased to state :

(a) whether the Government propose to thoroughly revamp various self-employment schemes to make these more effective and act as a catalyst in tackling massive unemployment problem in the country.

(b) if so, the directives issued by the Prime Minister in this regard; and

(c) the time by which a final decision to revamp various self-employment schemes is likely to be taken?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION AND MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI YOGINDER K. ALAGH) : (a) to (d) As a follow-up of the announcement made by the Hon'ble Prime Minister in his Independence Day address on 15th August, 1996 the Government propose to review and rationalise the various self-employment schemes being implemented by different Departments of the Central Government as also the various poverty alleviation schemes. A Committee has been set up in the Planning Commission to examine these issues and the Committee is expected to submit its report before the end of the current financial year.

[Translation]

Allocation for Agriculture During 8th Plan

260. SHRI SOHAN BEER :
SHRI CHHATRAPAL SINGH :

Will the Minister of PLANNING AND PROGRAMME IMPLEMENTATION be pleased to state :

(a) the amount allocated for agriculture during the Eighth Five Year Plan;

(b) whether the said amount was sufficient for agriculture during the said period;

(c) if not, whether the Government propose to allocate more amount for agriculture during the Ninth Five Year Plan; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION AND MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI YOGINDER K. ALAGH) : (a) and (b) The 8th Plan Public Sector Outlay including Centre and States/UTs allocated for Agriculture and Allied Activities was Rs. 22467.21 crore which showed an increase of 158.44% over the allocation of Rs. 8693.42 crore for Seventh Five Year Plan. The Central Sector outlay for Agriculture and Allied Activities for 8th Plan accounted for Rs. 11118.00 crore which was 208.83% higher than that of 7th Five Year Plan.

(c) and (d) In order to achieve a higher agricultural growth rate of 4.5% per annum as envisaged in the Approach Paper to the Ninth Plan, Agriculture Sector will get enhanced outlay for Ninth Plan.

[English]

Samaj Sadans

2645. SHRI I.D. SWAMI : Will the PRIME MINISTER be pleased to state :

(a) whether an Inter-departmental Committee was set up to examine the construction of Samaj Sadans in Government colonies and to upgrade the existing Samaj Sadans;

(b) whether the Committee has submitted its report;

(c) if so, the details of the recommendations and action taken thereon;

(d) whether the Government have decided to construct/upgrade Samaj Sadans in Sector 8, 12 and 1 of R.K. Puram, New Delhi; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : (a) and (b) An Inter-

departmental Committee constituted in May, 1989 to scrutinize and accord approval to architectural designs for construction of community centres under the administrative control of Grih Kalyan Kendra was asked in August, 1992 to review the entire scheme relating to construction of Samaj Sadans. The Committee submitted its report towards the end of April, 1993.

(c) to (e) A list of recommendations of the Committee is enclosed as Statement. After consideration of the recommendations, it was decided that there shall be no further construction of Samaj Sadans and the sites earmarked for Samaj Sadans should be kept as open spaces for the use of children and residents.

Statement

Recommendations of Inter-Departmental Committee

1. As the Samaj Sadans are part and parcel of Government colonies, like shopping centres etc., the Committee recommends that all new colonies that would come up in future should have provision for Samaj Sadans which would be constructed simultaneously alongwith the dwelling units. There should be no need for the Department of Personnel and Training to issue Administrative approval and expenditure sanction for such sadans.
2. Samaj Sadan in all already built up colonies where the sites are already provided in the approved lay out plans of the colonies should be treated as pending work.
3. All such sites as mentioned in 2 above in Delhi or outside Delhi be handed over to CWPD for construction of compound wall and care and maintenance.
4. Funds for construction of compound walls, etc. be met out of funds provided for general pool housing with Ministry of Urban Development.
5. Facilities in all such sites which can be conducted outdoors and construction of temporary two rooms pavillions for housing stores and office be introduced.
6. The projects like Sector-I.M.B. Road and Sector-XII, R.K. Puram in New Delhi which are in advance stages of planning and were earlier cleared for construction be allowed to proceed. Similar projects at Salt Lake, Calcutta and Ghaziabad which are under construction be allowed to be completed.
7. Cities having good concentration of Central Government employees but where there are no Samaj Sadans constructed so far be given priority in the first stage. Atleast one full-fledged Samaj Sadan should be constructed in each

such cities. The location within the city can be decided by Central Government Employees Welfare Coordination Committee operating in that city.

8. Ministry of Urban Development should ensure construction of infrastructural facilities including Samaj Sadan in all the existing Central Government colonies for which land has already been provided for.
9. General pool construction which will be taken up future should be executed alongwith the infrastructural facilities including Samaj Sadan before the occupants move into the houses. The construction of Samaj Sadan like that of shopping complex should be the responsibility of Ministry of Urban Development whereas functioning of Samaj Sadan would continue with the Department of Personnel and Training.
10. In order to maintain healthy atmosphere, the activities of Samaj Sadans should not be mixed up with the activities like CCHS dispensaries and Kendriya Bhandar/Cooperative Stores. The outlet of Kendriya Bhandar should find place in the shopping complex, instead of the Samaj Sadans, in the colonies. These activities are not at all desirable in the Samaj Sadans.

Retreat of District Collectors and Superintendents of Police

2646. SHRI BHAKTA CHARAN DAS : Will the PRIME MINISTER be pleased to state :

- (a) whether a meeting of District collectors and Superintendents of Police was held recently at Hyderabad;
- (b) if so, the details alongwith recommendations thereof;
- (c) whether the meet has also suggested some steps to tone up the administration;
- (d) if so, the details thereof; and
- (e) the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : (a) to (e) A Retreat of selected Collectors and Superintendents of Police was organised by Sardar Vallabhbhai Patel National Police Academy, Hyderabad from 6-8 January, 1997, in collaboration with Lal Bahadur Shastri National Academy of Administration, Mussoorie.

2. The three main issues which were discussed at the Retreat were: Effective and Responsive Administration, Cleansing the Civil Services and Adherence to Rule of Law and Constitution.

3. The main recommendations of the meet are as under :

(i) Effective and Responsive Administration

- (a) Transparency in administration.
- (b) Administration to repose more faith in citizens (delaying)
- (c) Effective decision-making
- (d) To take steps for responsive administration by prescribing time limits
- (e) Publishing procedures in simple language
- (f) Notifying Mission Statement, improving internal administration by computerisation and grievance redressal.

(ii) Cleansing the Civil Services

- (a) To ensure the functioning of internal vigilance for prevention of corruption in Civil Services.
- (b) To strengthen self-regulatory mechanisms within the Department.
- (c) Statutory functional autonomy to CBI and Anti-Corruption Bureaus.
- (d) To adopt Code of Ethics (for Civil Servants)
- (e) A separate examination for each civil service.
- (f) Fixed tenure for Director General of Police, Chief Secretary and Cabinet Secretary.
- (g) To encourage deputation of officers to non-government organisations/private sectors.

(iii) Adherence to Rule of Law and Constitution

- (a) An Apex body in each State and at the Centre for regular and periodical review of various laws and enactments.
- (b) Code of Conduct for governing the relationship/interaction between the civil servants and political representatives.
- (c) No discretion at any level of the Government to decide the withdrawal of a criminal case.
- (d) To bar civil servants from contesting elections or seeking membership or office of some non-governmental bodies.
- (e) Security of tenure to all civil servants.
- (f) Equity in the minimum standards and level of perks attached to all posts.

4. The Retreat of Collectors and Superintendents of Police organised at Hyderabad was a part of the National Debate on an agenda for Effective and Responsive Administration initiated by the Government. The recommendations made at the Retreat will be taken into account, while finalising the Action Plan on this subject, which is proposed to be placed before a Conference of Chief Ministers.

Officers on Extension

2647. SHRI SOUMYA RANJAN : Will the PRIME MINISTER be pleased to state :

(a) whether the Secretaries, Additional Secretaries, Deputy Secretaries and Under Secretaries of the autonomous bodies have been given extension in service; and

(b) if so, the details thereof and the particulars of the persons to whom granted extension in service in the year 1994, 1995 and 1996?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : (a) and (b) The employees of the autonomous bodies are governed by their own rules/regulations or bye-laws and extensions in service/re-employment in autonomous bodies is granted by them in accordance with their rules/regulations or bye-laws. Since Government of India does not come into picture in such cases, this information is not monitored centrally.

Import of Reactors for Power Generation

2648 SHRI SUSHIL CHANDRA : Will the PRIME MINISTER be pleased to state :

(a) the salient features of the deal being made with Russia for the import of reactors for power generation in India;

(b) the manner in which the availability of fuel proposed to be ensured for the reactors; and

(c) whether India is now in a position to produce all the fuel that is needed by the existing atomic power plants and may be required by such plants to be set up in the coming decades?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION AND MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI YOGINDER K. ALAGH) : (a) The proposed technical cooperation agreement with the Russian Federation on implementation of a 2 x 1000 MWe Light Water Nuclear Power Station envisages design and supply of equipment by Russian organisations, erection, commissioning and operation by the Nuclear Power Corporation of India Limited, with Russia providing technical assistance for specialised erection works, commissioning and training of personnel. The Russian Government would extend soft term state credit to cover 85% of the cost of the Russian scope of works and supplies at an interest of 4% repayable in 12 equal annual instalments after scheduled date of commissioning of the units.

(b) As per the IGA of 1988, nuclear fuel and control assemblies required for the whole period of operation of these power stations will be supplied by the Russian Organisation.

(c) India is in a position to produce all the fuel that is needed for the Pressurised Heavy Water Reactors in the country. Requirement of fuel for the Boiling Water Reactor type Tarapur Atomic Power Station is met through imports.

Encroachments

2649. SHRI PRADIP BHATTACHARYA : Will the PRIME MINISTER be pleased to state :

(a) whether the major towns and urban areas of Uttar Pradesh have come into bad shape due to concerted encroachments on public parks and open lands;

(b) whether some of the Central Government lands there have also been encroached upon;

(c) whether authorities there have been failing to take effective measures against all such people;

(d) whether the Government have identified the areas of encroachment either in the civil or military areas within the major towns of the State; and

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

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) to (e) The information is being collected and will be laid on the Table of the Sabha.

LPG Connections

2650. SHRI AJAY CHAKRABORTY : Will the PRIME MINISTER be pleased to state :

(a) whether a large number of dealers of LPG for domestic supplies to consumers have been diverting gas cylinders to other consumers like hotels and industries at a higher cost;

(b) whether some of the dealers have been forcing the consumers to stand in que for hours together and collect their cylinders with much risks instead of home delivery;

(c) whether the consumers in Lucknow and Kanpur have been making series of complaints to oil companies against their particular dealer or agencies;

(d) if so, whether the Government propose to tighten the rules of the oil companies to urgently attend to such complaints; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU): (a) Some case of diversion of domestic LPG cylinders have come to the notice of the PSU oil companies in the course of inspections during April-December, 1996.

(b) Oil Companies distributors are under strict instructions to adhere to 100% home delivery of refills. However, due to unforeseen circumstances like floods, road blockage, etc., Oil Companies' distributors, with the approval from local authorities, resort to cash and carry system. In such cases a rebate of Rs. 2.50 is given to consumers.

(c) Indian Oil Corporation has received complaints from Lucknow and Kanpur Markets against LPG distributors. Five cases from Lucknow and four cases from Kanpur markets, have been reported regarding distributors not making home delivery of cylinders, during April-Dec., 1996.

(d) Guidelines already exist for taking action against erring distributors and for attending to such complaints.

(e) All distributors are under strict instructions to :

1. Supply domestic cylinders to authorised customers only.
2. Effect home delivery of cylinders to all customers residing within their trading area.

Complaints that are received, are investigated and action initiated on established complaints, in line with the marketing discipline guidelines against the erring distributor.

Expenditure on Transfers of IAS/IPS/PCS

2651. SHRI RAMSAGAR : Will the PRIME MINISTER be pleased to state :

(a) the amount spent by the Uttar Pradesh Government on the transfers and postings of IAS/IPS and PCS officers during the last three years, year-wise; and

(b) the measures taken/being taken to frame a transfer policy in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : (a) and (b) In terms of the Cadre Rules, transfers and postings of IAS and IPS officers who are serving under a State Government is the concern of that State Government.

Transfers and postings are an incidence of service and are made by the State or Central Governments, as the case may be, keeping in view the administrative

requirements of the State Government concerned or the Government of India. Guidelines have been issued by the Government of India from time to time, in respect of the All India Services with regard to cadre management as well as career management of the officers.

The information regarding the expenditure incurred by the State Governments over transfers and posting of IAS/IPS and PCS officers is not centrally monitored.

Slum Development in West Bengal

2652. SHRI P.R. DASMUNSI : Will the Minister of PLANNING AND PROGRAMME IMPLEMENTATION be pleased to state :

(a) whether Planning Commission had approved and sanctioned more than 30 crores for slum development in West Bengal;

(b) whether the Deputy Chairman, Planning, received any memorandum for special support to Howrah;

(c) if so, whether the Deputy Chairman had given direction to State to spend substantial amount of that fund for Howrah;

(d) if so, whether the directives have been complied; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION AND MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI YOGINDER K. ALAGH) : (a) During 1996-97, Rs. 24.69 crore have been sanctioned for Slum Development in West Bengal.

(b) Yes Sir.

(c) to (e) Deputy Chairman, in his reply to the Hon'ble M.P. had, inter-alia, suggested that the Howrah Improvement Trust may submit projects for consideration under the Centrally Sponsored Scheme of infrastructural development in mega cities, which is in operation for Calcutta.

PM's Integrated Urban Poverty Eradication Programme

2653. SHRI CHINTAMAN WANAGA : Will the PRIME MINISTER be pleased to state :

(a) whether the Government have received any proposals/requests for inclusion of Kalgaon, Ballapur, Narghar Manikpur and Kemptee cities under Prime Ministers' Integrated Urban Poverty Eradication Programme in Maharashtra; and

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

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU):

(a) Yes, Sir.

(b) Navghar Manikpur (Navghar and Manikpur), forming part of the Vasai Urban Agglomeration (U.A.) with population ranging between 50,000 to 1,00,000 as per the 1991 Census, are already included under the Programme. Kulgaon, Badlapur and Kemptee (Kamptee U.A. and Kulgaoon-Badlapur U.A.) do not have urban population between the prescribed limits as per the 1991 Census are thus not eligible for coverage under the Programme. The State Government has been informed accordingly.

Performance of Jawahar Rozgar Yojana

2654. SHRI NARAYAN ATHAWALAY : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) whether the Government have evaluated the performance of Jawahar Rozgar Yojana, National Literacy Mission and Adult Education Programme;

(b) if so, the details of achievements and deficiencies noticed in implementation of these programmes, State-wise; and

(c) the details of steps proposed to be taken to check the deficiencies noticed?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) Yes, Sir. Concurrent Evaluation on Jawahar Rozgar Yojana (JRY) was conducted during January-December, 1992 and Evaluation of Total Literacy Campaigns was conducted by an Expert Group constituted by the Department of Education.

(b) and (c) The State-wise details of the evaluations of JRY and the Expert Group on Total Literacy Campaigns did not give State-wise details of the achievements and areas of concern noticed in the implementation of these programmes. However, the deficiencies pointed out in the overall implementation of these programmes have been communicated to the State Governments for taking corrective action.

Rural Sanitation Programme

2655. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) the details of allocation made by the Government

and amount utilised Kerala during 1996-97 for projects under Central Rural Sanitation Programme;

(b) whether the Government of Kerala has sought any additional allocation for such programme; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) The allocation under CRSP to Kerala for 1996-97 is Rs. 214.00 lakh and the entire amount has been released to the State Government. Out of which Rs. 131.27 lakh have reportedly been utilised by the State Government upto 31.12.96. An additional amount of Rs. 39.457 lakh was also released to the State Government during 1996-97 for the development of model sanitation villages.

(b) Yes, Sir.

(c) The State Government have submitted an action plan of 1950 lakh for the year to provide sanitation facilities in the State. The funds available under the CRSP are allocated according to the fixed criteria to each State. Request from any State for release of additional funds is considered only if funds are available out of savings due to non-release of funds to some States for want of utilisation.

Sale of Nuclear Plants

2656. SHRI K.P. SINGH DEO : Will the PRIME MINISTER be pleased to state :

(a) whether Government have received offer from the international reactor vendors to sell nuclear plants;

(b) if so, the number plants required for country's nuclear programme;

(c) the number of nuclear plants proposed to be acquired from international vendors of any other agencies to meet country's nuclear programme; and

(d) the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION AND MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI YOGINDER K. ALAGH) : (a) and (b) No, Sir.

(c) and (d) A proposal to commission a Detailed Project Report for 2 x 100 MWe light water reactor stations to be located at Kudankulam in Tamil Nadu with the technical cooperation and financial assistance of the Russian Federation is presently under negotiation.

[Translation]

Elections of Panchayat

2657. SHRI RAJESH RANJAN ALIAS PAPPU YADAV : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) whether the Panchayat elections have since been completed in the country after the amendment to the Constitution;

(b) if so, the details thereof and if not, the number of States where Panchayat elections have not been conducted;

(c) whether any deadline has been fixed for the States to hold Panchayat elections;

(d) if so, the time by which the Government propose to conduct elections in the States; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) and (b) Panchayats elections have been completed in almost all the States/UTs except Bihar and Goa (at Zila Parishad level). Among the Union Territories, Panchayat elections are due in Lakshadweep and Pondicherry.

(c) to (e) Holding of elections to Panchayats is the responsibility of State/UT Governments. They are required to complete the election process in respect of Panchayats within such time as is absolutely necessary for completing the same.

Conference on Urban Transport

2658. SHRI JAI PRAKASH AGARWAL : Will the PRIME MINISTER be pleased to state :

(a) the number of International Conferences organised so far in the National Capital Region of Delhi with regard to urban transport in developing countries and the dates on which these conferences were held;

(b) the main subjects discussed therein;

(c) the reaction of the Government in this regard; and

(d) the details of proposed target/objects in this connection?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) International Conference on Urban Transport (CODATU-VII) was held in New Delhi from 12-16 February, 1996. Another International conference viz. Regional Policy Seminar on Urban Transport and Mass Transit was held in New Delhi in October, 1996 (October 14-17).

(b) The subjects discussed at these Conferences were :

(i) Policy Planning and Transport Demand Management.

(ii) Public-Private Partnership and Financing.

(iii) Major Issues in Transport Infrastructure.

(iv) Mass Transit System/Public Transport.

(v) Role of Local Authorities in Traffic Management.

(vi) MRT system in Urban Areas

(vii) Land-use Planning and Development Needs.

(viii) Transport Demand Forecast in Urban Areas.

(ix) Funding of Urban Transport Projects including Levy of Dedicated Taxes/Cesses.

(c) and (d) The deliberations at the above conferences would be kept in view by the Government while formulating policies in this regard.

[English]

Land Reforms

2659. SHRI BHIM PRASAD DAHAL : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) whether the land holdings pattern has changed in the country since independence;

(b) if so, the details thereof; and

(c) the States in the country which have successfully implemented land reforms?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) Yes, Sir.

(b) A Statement is enclosed.

(c) The States of Andhra Pradesh, Uttar Pradesh, Gujarat and Karnataka are in the top in distribution of Government wasteland which was mainly vested due to abolition of Zamindaris and the said States distributed more than 30 lakh acres, 24 lakh acres, 13.8 lakh acres and 13.7 lakh acres respectively.

In distribution of Bhoodan land Bihar tops the list by distributing more than 7 lakh acres followed by Orissa (5.8 lakh acres) and Uttar Pradesh (4.2 lakh acres).

In distribution of ceiling surplus land, the State of West Bengal tops the list by distributing 9.65 lakh acres followed by Andhra Pradesh (5.94 lakh acres) and Maharashtra (5.5 lakh acres). Though the figure of distribution is only 4.5 lakh acres in the State of Jammu and Kashmir, the performance of the said State is considered very significant as they have completed distribution of total land taken possession much earlier than anybody else.

Statement

The land holding pattern in the country has significantly changed since independence. The Zamindari system which controlled nearly 60% of this country's arable land at the time of independence, was abolished during the 50s which got about 150 lakh acres of land vested to the States and about 200 lakh tenants got rights on land directly under the State.

Through the Bhoodan Movement during 1951 to 1969, about 45.9 lakh acres of land were donated by big land owners, out of which 24.52 lakh acres have been distributed amongst the rural poor.

Since mid-50s ceiling on agricultural holdings was being imposed by various States and upto

December, 1970, an estimated quantum of over one million hectares of agricultural land were vested to the States of which about 50% were distributed till then.

Since 1972 ceiling limits have been lowered down by majority of the States and till September, 1996, since inception 52.13 lakh acres of ceiling surplus land have been distributed amongst 51.20 lakh beneficiaries of which again, 50% belong to SC/ST communities.

During the period 1971-72 to 1991-92, the percentage distribution of land-holding households as well as percentage of area owned by such households, showing the changes taken place in the landholding pattern is depicted below :—

Year	P.C distribution of households					P.C distribution of area owned				
	Marginal	Small	Semi-Medium	Medium	Large	Marginal	Small	Semi-Medium	Medium	Large
1972	62.62	15.49	11.94	7.83	2.12	9.76	14.68	21.92	30.73	22.91
1992	71.88	13.42	9.28	4.54	0.88	16.93	18.95	24.58	26.07	13.83

From the above figures it is clear that the large and medium households have been reduced substantially and their control over agricultural land has also reduced substantially. On the other hand, the number of small and marginal farmers have increased and the total operational area owned by them have also increased substantially. However, agricultural land being a less elastic commodity and population increase has taken place at a very faster rate, landlessness among the rural poor has also increased.

Projects Under CAPART

2660. SHRI ANANTH KUMAR : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) the number of projects sanctioned under CAPART in Karnataka since its inception;

(b) the names of agencies in Karnataka to which assistance has been provided through CAPART alongwith the locations thereof; and

(c) the amount allocated sanctioned and released so far to each of these agencies?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) to (c) A Statement giving yearwise details of number of projects sanctioned, number of voluntary agencies assisted, amount sanctioned and amount released to voluntary agencies in Karnataka by CAPART since its inception is enclosed.

Statement

Year-wise details of number of projects sanctioned, number of voluntary agencies assisted, amount sanctioned and released in Karnataka by CAPART since its inception.

(Rs. in lakhs)

Year	No. of projects sanctioned	No. of voluntary agencies assisted	Amount sanctioned	Amount released
1986-87	16	16	44.54	1.79
1987-88	15	14	47.25	37.14
1988-89	49	46	155.13	79.18
1989-90	52	48	63.31	71.54
1990-91	43	39	45.24	51.97
1991-92	97	91	245.53	87.00
1992-93	87	61	208.10	113.00
1993-94	58	53	156.14	187.00
1994-95	39	29	136.57	104.00
1995-96	65	61	350.44	170.00
1996-97 (upto to Feb.1997)	39	38	175.98	80.24
Total	560	496	1628.23	982.86

Note: Provisional

Conversion to Free-Hold

2661. KUMARI FRIDA TOPNO : Will the PRIME MINISTER be pleased to state :

(a) whether under the scheme for conversion of DDA flats from Lease-hold to Free-hold in Delhi, the Government allowed the allottees to avail of the scheme upto March 30, 1993 and later extended the date upto June 30, 1994;

(b) whether Government also announced the conversion charges under the scheme would be raised by 25% beyond June 30, 1994;

(c) whether instead of increasing the conversion charges, Government has now allowed a discount of 33% in the existing conversion charges to enthuse allottees to avail of the scheme;

(d) if so, whether this discount of 33% will also be allowed by way of refund to those allottees who applied upto June 30, 1996 but whose applications are still pending with D.D.A.; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) to (d) Yes, Sir. In the case of ready built flats, remission in conversion fee @ 33% is available in the case of allottees/lessees of ready built flats who applied upto 30th June, 1996.

(e) Does not arise.

Ambedkar Awas Yojana

2662. SHRI VIRENDRA KUMAR SINGH : Will the PRIME MINISTER be pleased to state :

(a) whether the Government are aware that during the year 1989 Dr. Ambedkar Awas Yojana was launched by D.D.A. under which flats of L.I.G. were booked;

(b) the number of L.I.G. flats which have been allotted under the scheme so far;

(c) the reasons for not allotting flats to the remaining registrants;

(d) whether the D.D.A. proposes to allot the flats under this scheme very soon; and

(e) if so, by when and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) Yes, Sir.

(b) The D.D.A. has reported that 2799 allotments have been made till date for the L.I.G. category under the Ambedkar Awas Yojana.

(c) to (e) Allotment of flats is a continuous process depending upon the availability of flats. Due to the constraints in the availability of land and services, which are to be provided by other agencies, it has not been found possible to allot flats to the remaining registrants. Nor is it possible to fix an exact time schedule.

[Translation]

Study of JRY

2663. SHRI PAWAN DIWAN : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) whether any study of Jawahar Rozgar Yojana in Madhya Pradesh has been made by Programme Evaluation Organisation of Planning Commission;

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

(c) whether it has come to light from the study that funds provided under Jawahar Rozgar Yojana has not been utilised by some village panchayats of the State; and

(d) if so, the details thereof and the remedial steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) and (b) Yes, Sir. A quick study of Jawahar Rozgar Yojana (JRY) was conducted by Programme Evaluation Organisation (PEO), Planning Commission, during 1992 covering the period from April 1st, 1989 to September, 1991. The PEO had selected 10 States, 20 districts and 40 Gram Panchayats, which includes Siddhi and Shivpuri districts of Madhya Pradesh. The study showed that out of the available resources, 98.15% and 75% of JRY funds were utilized in Siddhi and Shivpuri district respectively.

(c) and (d) From the two districts of Madhya Pradesh the PEO selected four village panchayats for quick study which shows the expenditure during 1990-91 as under :

District	Name of the Village Panchayat	%age Utilization
Siddhi	Badowra	100%
	Kuchwadi	NIL
Shivpuri	Barod	98.04%
	Harod	NIL

The Government of India have taken a number of steps to improve the implementation of JRY. The programme was first restructured during 1993-94 again in January, 1996. Instructions have also been issued to constituted vigilance and monitoring committees at State, district block level for effective implementation and proper utilization of funds.

[English]

Financial Assistance to Municipalities

2664. DR. PRABIN CHANDRA SARMA : Will the PRIME MINISTER be pleased to state :

(a) whether the Government have received any proposal from the Government of Assam regarding financial assistance to certain Municipalities in the State for providing civic amenities; and

(b) if so, the details thereof and the action taken in this direction?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) and (b) Provision of civic amenities is the responsibility of the local bodies concerned. These local bodies formulate their schemes in consultation with the State Governments concerned. State Governments on their part render assistance to the local bodies under various schemes and also through borrowing from financial institutions like HUDCO, LIC, etc. Government of India plays only a nodal and catalytic role.

However, under the Centrally sponsored Scheme of Integrated Development of Small and Medium Towns (IDSMT), against the allocated number of 2 towns for coverage during the period 1996-98, the Government of Assam have submitted the project reports for 3 towns, namely, Goal Para, Rangia and Barpata. The State Level IDSMT Sanctioning Committee had approved the proposals in respect of Goalpara and Rangia. Accordingly, the allocated Central grant of Rs. 60.00 lacs (Rs. 35 lacs and Rs. 25 lacs for Goalpara and Rangia respectively) was released to the State Government.

As regards the project proposals for providing drinking water facility in various towns received from the Government of Assam, and the action taken thereon, the details are attached as statement.

Statement

Under the Centrally sponsored Accelerated Urban Water Supply Programme applicable to towns having population below 20,000 (as per 1991 census), detailed project Reports (DPRs) in respect of 9 towns have been received from the Government of Assam. The names of the towns and the estimated cost of each water supply schemes is given below :-

S.No.	Name of Town	Project cost (Rs. in lakhs)
1	2	3
1.	Namrup	135.31 - Sanctioned
2.	Sonari	297.24 - Sanctioned

1	2	3
3.	Balashbari	110.84
4.	Bilasipara	354.84
5.	Sarthebari	133.17
6.	Vazira	338.24
7.	Gossaigon	309.98
8.	Lakhipur	213.88
9.	Bihupuria	218.00

Out of these, scheme for Namrup town at an estimated cost of Rs. 1.35 crores and for Sonari town at an estimated cost of Rs. 2.97 crores have already been approved against the national outlay. Approval of other schemes under the programme will depend on the availability of funds under the programme during the 9th Five Year Plan.

Petroleum Plants

2665. SHRI SULTAN SALAHUDDIN OWAIISI : Will the PRIME MINISTER be pleased to state :

(a) the number of places where Bharat Shells Limited has set up its petroleum plants in different States;

(b) whether permission has been granted to set up Rs. 150 crores marine platform for handling hydrocarbon, petro-chemicals and LPG import terminal at Kakinada in Andhra Pradesh;

(c) the total capacity of this platform; and

(d) the time by which it is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU): (a) Bharat Shell Limited has commissioned a Lube Oil Blending Plant at Taloja near Mumbai in January 1997.

(b) State Government of Andhra Pradesh has given, in principle, approval for the BSL's proposal to construct a marine platform to handle hydrocarbons, fertilisers, petrochemicals and LPG imports at Kakinada. BSL has submitted to the State Government a Detailed Feasibility Report (DFR) for this proposal in February 1997.

(c) and (d) The proposed marine platform has been designed with a capacity to handle ships ranging from 5000 DWT to 25,000 DWT. The platform will be completed in 24 months after receipt of all Governmental, environmental and corporate approvals.

[Translation]

Urbanised Areas

2666. SHRI DILEEP SANGHANI : Will the PRIME MINISTER be pleased to state :

(a) the number and names of villages adjacent to Delhi declared urbanised by the Government upto January 1997; and

(b) the number of villages proposed to be declared urbanised in near future?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) DDA has reported that 20 villages as per list at statement-I and 111 villages as per list at statement-II were declared urbanised under Section 507 of DMC Act.

(b) Based on the urban extension plan for the year 2001 and also the boundaries of sub-city project 68 villages are proposed to be urbanised as per list at statement-III.

Statement-I

List of 20 Villages Already Declared Urbanized (Under Section 507 of Delhi Municipal Corporation Act 1957) ADJ. To Delhi in Urban Extension Dwarka Project.

Dwarka Phase-I and II

1. Ambarhai
2. Bagdola (P)
3. Bindapur
4. Barthal (P)
5. Bijwasan (P)
6. Bamnoli
7. Dabri
8. Dhul Siras
9. Nawada
10. Kakrola
11. Lohar heri (un-inhabited)
12. Matiala
13. Mirzapur (un-inhabited)
14. Nasirpur
15. Palam
16. Pochanpur
17. Sahupura (un-inhabited)
18. Shahbad Mohammadpur (P)
19. Sagarpur
20. Toganpur (un-inhabited)

Statement-II

List of 111 Urban Villages located in the Urbanisable Limits of Master Plan 1981 and Also Declared as Urban by Notifications Under Section 507(A) of M.C.D. Act.

1. Asalatpur
2. Azadpur
3. Basant Gaon

4. Basai Darapur
5. Begumpur
6. Ber Sarai
7. Bharola
8. Budhela
9. Dhirpur
10. Garhi Jharla Maria
11. Garhi Peeran
12. Gazipur
13. Ghonda
14. Haiderpur
15. Hari Nagar Ashram
16. Hasanpur
17. Hauz Khas
18. Humayunpur
19. Jhilmil Tahirpur
20. Joga Bai
21. Jwala Heri
22. Kachhipur
23. Kalu Sarai
24. Karkar Duma
25. Katwaria Sarai
26. Khayala
27. Khirki
28. Khizrabad
29. Khureji Khas
30. Kilokri
31. Kishangarh
32. Kotla Mubarakpur
33. Lado Sarai
34. Madipur
35. Maksoodpur
36. Mangolpur Khurd
37. Mandavli Fazalpur
38. Mashigarh
39. Masjid Moth
40. Mauzpur
41. Mehrauli
42. Munirka
43. Nangal Raya
44. Nangloi Sayad
45. Nangloi Jaleb
46. Naraina
47. Okhla
48. Peepal Thala
49. Pitampura

50. Posangipur
51. Rampura
52. Sahipur
53. Sarai Juliana
54. Shahpur Jat
55. Shakarpur Khas
56. Shakurpur
57. Shalimar
58. Sheikh Sarai
59. Tamur Nagar
60. Tatarpur
61. Tehkhand
62. Wazirnagar
63. Adchini
64. Arakpur Bagh Mochi
65. Badarpur
66. Badli
67. Behlolpur
68. Chawkhandi
69. Chirag Delhi
70. Dhaka
71. Ghonda Neemka
72. Ghondli
73. Hauzrani
74. Jasola
75. Jia Sarai
76. Kaitwara
77. Keshopur
78. Khampur Raya
79. Khanpur (Part)
80. Kharara
81. Kotla
82. Madangir
83. Madanpur Khadar
84. Malikpur Chhawani
85. Mandoli Kaoi
86. Mangolpur Kalan
87. Mehpal Pur
88. Mohammadpur
89. Naharpur
90. Nangli Razapur
91. Rajpur Chhawani
92. Rithala
93. Saboli
94. Sodhora Kalan
95. Samahpur

96. Sarai Kalekhan
97. Sarai Shahji
98. Shadipur
99. Seelampur
100. Tihar
101. Tughlakabad
102. Shahdara
103. Usmanpur
104. Wazirabad
105. Yusuf Sarai
106. Zamroodpur

List of Villages in the Jurisdiction of Delhi Cantonment

107. Mehram Nagar
108. Todapur
109. Das Zerha
110. Zharera
111. Manglapuri

Statement-III

List of 68 Villages to be Urbanized (Under Section 507 Delhi Municipal Corporation Act 1957) Falling in Delhi Urban Extension Covered in Narela, Rohini and South Delhi.

1. Rohini Extension

1. Begumpur
2. Barwala
3. Pansali
4. Pehladpur Bangar
5. Sultanpur Mazara (+ Sultanpur Extn.)
6. Sahibabad Daulatpur
7. Libaspur
8. Siraspur
9. Pooth Kalan
10. Mubarkpur
11. Nithari
12. Kirari - Suleman

2. Narela

1. Narela
2. Kureni
3. Tikri Khurd
4. Singhola
5. Bhor Garh
6. Sanoth

7. Shahpur Garhi
8. Holambi Khurd
9. Iradat Nagar
10. Khera Khurd
11. Khera Kalan
12. Holambi Kalan
13. Budhpur Brijapur
14. Siraspur
15. Bankner
16. Alipur
17. Singhu
18. Bankoli
19. Nangli Puna
20. Bawana

3. UE Phase II-A (Narela)

1. Bakarwala (P)
2. Hastal
3. Kamruddin Nagar
4. Mundka
5. Nawada Khera
6. Nangloi Jat (+ Nangloi Extn.)
7. Nilothi
8. Ramhola
9. Rajpur Khurd (un-inhabited)
10. Tilangpur Kotla
11. Baprara (P)

4. UE (South Delhi) Phase-I-B

1. Adilabad
2. Chhattarpur
3. Chandan Hola
4. Deoli
5. Houz Rani
6. Khampur
7. Khirki
8. Lal Kuaon
9. Maidan Garhi
10. Neb Sarai
11. Pul Pehlad
12. Rajpur Khurd
13. Shampur Khurd
14. Satbari
15. Said-ul-Azaib

5. Phase-IV (Narela and N.W. Delhi)

1. Gheora
2. Rasulpur

3. Rani Khera
4. Madanpur Dabas
5. Kanjhawala
6. Karala
7. Chandpur Kalan (P)
8. Puth Khurad
9. Sulatanpur Dabas
10. Bawana (P)

Total 68 Nos.

Power Sub-Station at Varanaal

2667. SHRI S.P. JAISWAL : Will the PRIME MINISTER be pleased to state :

(a) whether a 132 K.V.A. power sub-station is under construction at Gajokhar village under Varanasi district in Uttar Pradesh;

(b) if so, the details thereof;

(c) whether the construction work of this station has not been making any progress due to non-availability of funds whereas the Government have already spent a lot of amount on it; and

(d) if so, the time by which the construction work is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (DR. S. VENUGOPALACHARI) : (a) and (b) As per information given by Uttar Pradesh State Electricity Board, 2x20 MVA, 132/33 KV Sub-station is under construction with financial assistance of Rural Electrification Corporation and the work was started during 1992-93.

(c) A total expenditure of Rs. 28.75 lakhs has been incurred on the Sub-station upto January, 1996. Thereafter the work on the Sub-station has been stopped due to non-availability of funds. After receipt of repayment schedule from UPSEB the Rural Electrification Corporation will consider release of loan.

(d) The construction of Sub-station depends upon the availability of financial resources with UPSEB. Therefore, no time limit can be indicated for the completion of the work.

[English]

Southern Gas Grid

2668. SHRI N.K. PREMCHANDRAN : Will the PRIME MINISTER be pleased to state :

(a) whether the Government propose to establish a southern gas grid for the benefit of all the Southern States;

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

(c) if not, the reason therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T. R. BAALU): (a) to (c) The Government has approved in principle the concept of a Southern Gas Grid. The Southern States have completed a Pre-feasibility study for the projects. The feasibility of importing gas from Oman/Iran is under study. The Southern Gas Grid Project can be taken up when sufficient gas is available. Efforts are also being made to import LNG for the Southern States.

[Translation]

Bio-Gas Plants

2069. SHRI BUDHSEN PATEL : Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state :

(a) the number of bio-gas plants set up in Madhya Pradesh during the period from 1990 to 1995;

(b) the number of plants out of these functioning and the number of plants lying closed;

(c) whether gas chulhas are available in the market and if not, the reasons therefor;

(d) the reasons for supplying inferior quality chulhas to the beneficiaries by the Madhya Pradesh Agro and the persons responsible for the inconvenience caused to the beneficiaries; and

(e) the action proposed to be taken against the concerned employees/officers?

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (CAPT. JAI NARAYAN PRASAD NISHAD) : (a) A total of about 73,300 family type biogas plants have been set up in the State of Madhya Pradesh during the period from 1990-91 to 1995-96.

(b) The programme implementing agencies, namely, Madhya Pradesh State Agro Industries Development Corporation Ltd., Madhya Pradesh Urja Vikas Nigam Ltd., and Khadi and Village Industries Commission have reported that about 80-95 per cent of the plants set up during 1990-91 to 1995-96 were found to be functioning.

(c) Biogas burners (chulhas) are available in the market at Indore and Ujjain and are also being supplied by the State and District offices of the implementing agencies.

(d) Madhya Pradesh State Agro Industries Development Corporation Ltd. is supplying biogas burners certified by the Bureau of Indian Standards (BIS) to avoid inconvenience to beneficiaries due to inferior quality burners.

(e) Question does not arise.

[English]

Allotment of Accommodation

2670. SHRI MUKHTAR ANIS : Will the PRIME MINISTER be pleased to state :

(a) the total number of Central Government residential accommodation units, type-wise, in the National Capital Territory of Delhi made available to the Government of Delhi, for official use, including the Lt. Governor, Ministers, Speaker, Members of Metropolitan Council and the High Court Judges;

(b) the total number of units under actual occupation, as on January 1, 1997;

(c) whether it is a fact that some VIPs in Delhi are still occupying more than one official accommodation;

(d) if so, the reasons therefor; and

(e) whether the Delhi Government has been asked to make its own arrangements for meeting its requirements of accommodation?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) and (b) No separate statistics for employees of National Capital Territory of Delhi in respect of Type-I to Type-IV are maintained since the employees of Government of Delhi are eligible for General Pool residential accommodation. As regards quarters of Type-V and above, one bungalow No. 3, Moti Lal Nehru Place (Type-VIII) has been placed at the disposal of Government of NCT of Delhi for use and occupation by Lt. Governor, Delhi.

(c) and (d) No such fact has come to the notice of this Ministry.

(e) Yes, Sir.

IRD P

2671. SHRI VIJAY SANKESHWAR : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) the number of villagers benefited under Integrated Rural Development Programme in Dharwad district of Karnataka;

(b) whether the pace of development has been satisfactory;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) This Ministry does not monitor the Programme district-wise. Monitoring of IRDP is done State-wise.

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

[Translation]

Capital Involved in Scams

2672. SHRI KRISHAN LAL SHARMA : Will the PRIME MINISTER be pleased to state :

(a) the details of scams which came to light in the country during the last five years and the number of politicians convicted in this regard;

(b) the amount involved in these scams, scam-wise;

(c) whether the Government propose to formulate any comprehensive policy to check these scams; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : (a) The details of the scams which came to light during the last five year i.e. from 1992-96 are as under :

No. of scams	No. of cases registered
(i) Letter of Credit Scam	12
(ii) Bank Securities Scam	71
(iii) Housing Scam	16
(iv) Urea Scam	1
(v) A.H.D. Scam	48
(vi) Telecom Scam	2
(vii) Ayurvedic Scam	33
(viii) Scam relating to allotment of Petrol pump, gas agencies etc.	1
	184

No politician has been convicted so far in these cases.

(b) The amount involved in these scams is as under (Approximately and as per present level of investigation and allegations)

Name of the scam	Amount involved
1	2
Bank Security scam	Rs. 9,130.75 (crores)
Letter of Credit (Assam) Scam	Rs. 112.00 (crores) appr.
Urea scam	RS. 133 Crores.
A.H.D. Scam	Rs. 750 Crores.

1	2
Housing scam	Government has not been cheated but it was roughly estimated that the Govt. stood to lose at least Rs. 1,54,000/- per month.
Deptt. of Telecom scam	Rs. 1.68 + Rs. 33 crores.
Ayurvedic scam	Rs. 26 crores
Scam relating to allotment of Petrol Pump & gas agencies etc.	Not applicable.

(c) and (d) There are internal checks in the administrative system such as Statutory Audit, Rules of Procedure for Conduct of Business etc. to prevent scams. Whenever the scams surface due to systems failure due to deliberate subversion of norms, procedures etc., expeditious action is taken to investigate the cases and bring the culprits to book. Government accords very high priority to investigations of these cases that are entrusted to CBI and supports the agency administratively.

N.E.D.A.

2673. SHRI JAGAT VIR SINGH DRONA : Will the Minister of NON-CONVENTIONAL ENERGY SOURCES be pleased to state :

(a) whether the Government are aware of the bungling of 3.5 crore rupees committed in N.E.D.A. (UP) in the name of generating power through wind;

(b) if so, the details thereof;

(c) whether any survey was conducted for selection of site and data on wind before finalisation of the multi-crore project;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF NON-CONVENTIONAL ENERGY SOURCES (CAPT. JAI NARAYAN PRASAD NISHAD) : (a) and (b) According to information available with Government the Non-Conventional Energy Development Agency (NEDA), Uttar Pradesh sanctioned a project on their own for supply, installation and commissioning of nine aerogenerators of 5 KW to 25 KW unit capacity. The work was awarded by NEDA to M/s Raghav Trading Company, New Delhi in the year 1989. This company did not complete the work is required under their agreement with NEDA. An amount of Rs. 70.02 lakhs was paid to the firm by NEDA. In addition, another Rs. 147.12 lakhs were spent on development of sites and for civil works by NEDA.

An FIR has been lodged by NEDA against M/s Raghav Trading Company, New Delhi in July, 1996 for not completing the works as per their agreement with NEDA. NEDA has informed that the police action is awaited.

An enquiry has also been ordered by Director, NEDA. The enquiry is still in progress.

(c) to (e) According to NEDA, the services of a consultant were taken by NEDA for initial survey for selection of the sites for installation of the aerogenerator systems, recording of data on wind speeds and duration for which winds are prevailing at the sites.

As reported by NEDA, *prima facie* examination has pointed towards collection of such data by the consultant. However, the authenticity and usefulness of the data collected are also included in the terms of reference of the enquiry.

[English]

Uttar Pradesh Electricity Board

2674. SHRI ILIYAS AZMI : Will the PRIME MINISTER be pleased to state :

(a) whether the Rural Electricity Corporation (REC) has more than Rs. 600 crore outstanding against the Uttar Pradesh State Electricity Board and the above board is unable to pay its instalment and interest due thereon;

(b) if so, the reasons therefor;

(c) whether the R.E.C. has stopped advancing loans to the U.P. State Electricity Board and considering to close its office at Lucknow;

(d) if so, the details thereof;

(e) whether the Union Government propose to direct the UPSEB to clear the dues of R.E.C.;

(f) whether the R.E.C. are considering to take over the electrification works of the State in its hand; and

(g) if not, the manner in which the electricity is likely to be made available to the villages of Uttar Pradesh?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (DR. S. VENUGOPALACHARI) : (a) As on 31.3.1996, accumulated loans of Rural Electrification Corporation (REC) outstanding against Uttar Pradesh State Electricity Board (UPSEB) are Rs. 756.45 crores. Out of this, Rs. 148.77 crores has become payable to REC as repayment of principal and Rs. 240.27 crores towards interest. Thus, the total default by UPSEB upto March, 1996 is Rs. 389.04 crores.

(b) UPSEB has not been able to clear the outstanding dues of REC due to its poor financial health leading to a resource crunch.

(c) and (d) REC has sanctioned 81 projects for financial assistance of Rs. 124.46 crores in 1994-95 and 7 projects for assistance of Rs. 12.44 crores in 1995-96 to UPSEB. 18 projects of UPSEB involving financial assistance of Rs. 34.32 crores, received during 1996-97, are under active consideration for sanction by REC. The Corporation is not closing its office at Lucknow.

(e) The Union Government has recently approved the adjustment of the outstanding dues, as on December 1996, from the Central Plan allocation to States (including Uttar Pradesh) of all the Central Power Sector Undertakings (including REC) and organisations of Ministry of Railways, Ministry of Coal and Department of Atomic Energy. However, the adjustment will be restricted to a maximum of 15% of the Central Plan assistance, per annum.

(f) Rural Electrification Corporation was incorporated to make finances available for rural electrification works. It is therefore, not considering to take over the execution of rural electrification projects.

(g) Rural Electrification works are continuing to be implemented by the UPSEB. The UPSEB has reported electrification of 677 villages and energisation of 10,919 pumpsets during the current financial year upto January, 1997.

Lai Dora in Chandigarh

2675. SHRI SATYA PAL JAIN : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state:

(a) whether the Chandigarh Administration is considering the proposal of extending Lal Dora of various villages in Union Territory of Chandigarh;

(b) if so, the time by which the final decision is likely to be taken in the matter;

(c) whether the Government have received any memorandum in this regard from various Panchayats of the Union Territory of Chandigarh;

(d) if so, the action taken thereon;

(e) whether the Government are considering the proposal of giving electricity and water connections to those people who had constructed houses on their own land in various villages in the Union Territory of Chandigarh; and

(f) if so, the time by which the final decision is likely to be taken in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) to (f) The information is being collected from the Chandigarh Administration and concerned other Central

Ministries/Departments; and the same will be laid on the Table of the House as and when received.

Extension of Metro Railway

2676. SHRI TARIT BARAN TOPDAR :
KUMARI MAMATA BANERJEE :
SHRI SAMIK LAHIRI :

Will the PRIME MINISTER be pleased to state :

(a) whether the Government have since taken any decision to extend Metro Railway from Dum Dum to Barrackpore and from Tollyganj to Garia;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the time by which the circular rail in Calcutta is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) to (c) A proposal was sent by the Government of West Bengal in June, 1995 for extending the Metro Railway in Calcutta from Tollyganj to Garia. The Government of West Bengal, was requested in July, 1995 to furnish its comments on certain issues like setting up of a Company to implement the project; Government of West Bengal's participation in the equity of the Company to the extent of 50%; exempting the properties of the Company from property tax and other applicable State taxes; provision of land for the project at their cost and the willingness of the State Government to bear 50% of operational losses, if any. However, comments from the State Government, in this regard, are awaited.

As regards extension of Metro Rail from Dum Dum to Barrackpore, no proposal has been received from the Government of West Bengal.

(d) The feasibility study for Circular Railway in Calcutta was completed in November, 1996. However, no proposal has been received from the State Government for Central assistance in the implementation of the project.

Installation of Statue

2677. SHRI BRIJ BHUSHAN TIWARI : Will the PRIME MINISTER be pleased to state :

(a) whether the Government propose to install statue of Mahatma Gandhi at India Gate in New Delhi;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) to (c) The Government is considering the suitability of different locations at the India Gate Complex as well as outside it for installation of a statue of Mahatma Gandhi during the 50th year of India's Independence. For this purpose, views of agencies concerned are being ascertained. However, the matter is sub-judice in the Delhi High Court which had issued an interim injunction order in CWP No. 2725/95 restraining the Government of India from "Altering/removing/demolishing the Canopy/Chatri at the India Gate roundabout renamed as August Kranti Udyan". It is, therefore, not possible at this stage to state the time by which the statue would be installed.

[Translation]

Training Camps

2678. DR. A.K. PATEL : Will the PRIME MINISTER be pleased to state :

(a) whether the Government are aware that camps are being set-up by Pakistan on the Pak-Afghanistan border for providing training to the terrorists to carry out sabotage activities in Jammu and Kashmir;

(b) the details thereof; and

(c) the steps taken by the Government to check these activities?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : (a) and (b) Government are aware that Pakistan is operating camps in its territory, Pakistan occupied Kashmir and Afghanistan where terrorists are being given training for carrying out acts of terrorism and subversion in Jammu and Kashmir.

(c) Various measures have been taken to curb the possibilities of infiltration of such elements into Jammu and Kashmir. These, inter alia, include intensive patrolling on the Border/LOC, deployment of security forces in the vulnerable areas both on the LOC/Border and in the hinterland, setting up of Village Defence Committees in some of the sensitive regions near the border, and close and continuous coordination between all concerned security and intelligence agencies, etc. The arrangements are being continuously reviewed and strengthened/streamlined as found necessary. Sustained operations are also being continued by the Police and Security Forces within the State to curb the activities of terrorists and subversive elements. The activities of Pakistan have also been continuously exposed at the international level through diplomatic and other channels.

[English]

Visitors from USA

2679. SHRI RUPCHAND PAL :
SHRI HANNAN MOLLAH :
SHRI BASU DEB ACHARIA :

Will the PRIME MINISTER be pleased to state :

(a) whether the Government are keeping a watch on the high profile visitors from USA who are spreading anti-national sentiments in Jammu and Kashmir on religious basis;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : (a) to (c) As a part of the policy of openness and transparency being followed by the Government, a number of foreign visitors, including diplomats and other prominent personalities from various countries, including USA, have been visiting Jammu and Kashmir from time to time. This policy has

had a positive impact. Public pronouncements or activities of such visitors suggesting that they are spreading anti-national sentiments on religious basis have not come to the notice of the Government.

Rogatory Letters

2680. SHRI SANAT MEHTA :
SHRI SHANTILAL PARSOTAMDAS PATEL :

Will the PRIME MINISTER be pleased to state :

(a) the number of rogatory letters issued by the Central Bureau of Investigation to foreign countries during the last one year; and

(b) the details of cases in which the Central Bureau of Investigation has to restore to issueing of letter of rogatories and the action completed by the recipient countries on the request of CBI?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : (a) and (b) During the year 1996, 35 Letters rogatory in respect of 12 cases were issued to different countries. The details of these cases are given in the statement attached.

Statement

S.No.	Case No.	Letter Rogatory issued	Action taken by the Recipient
1	2	3	4
1.	RC 4/92-ACU.VI/V	I LR sent to Australia II LR sent to Japan III LR sent to Switzerland IV LR sent to Hongkong	On receipt of reply from Australia, a team of CBI officers was sent to collect the documents on 24.1.1997. No reply has so far been received from Japan, Switzerland and Hongkong.
2.	RC 2/93-ACU.V	LR sent to Singapore	No response received from Singapore so far.
3.	RC 1/94-ACU.V	LR sent to U.S.A. (Distt. Boston)	No response received from USA.
4.	RC 3(A)/96-ACU.I	LRs issued by the court 1. Switzerland 2. USA 3. Turkey 4. UAE 5. UK 6. Greece	Switzerland, Turkey and USA have accepted the LRs and action has been initiated by them. Communication in this regard is awaited from U.K., Greece and U.A.E.
5.	RC 2(S)/94-SIG	LR sent to Dubai	The result of the Letter Rogatory is still awaited.
6.	RC 17/87-SIU.XI dated 13.11.87	LR sent to Switzerland	As a legal requirement the Deptt. of Culture will be filing a civil suit in a competent court in Geneva to prove the ownership of Govt. of India over the coins.

1	2	3	4
7.	RC 5(S)/91-SIU -V/SIC.II	United Kingdom	LR has been handed over to UK authorities. The result is awaited.
8.	RC 1(A)/90-ACU.VI	Three-[USA two and Singapore-one]	1. US Justice Department have taken it up with District Courts in Virginia and Newyork. 2. No response received from Singapore.
9.	RC 11(S)/95-Cal.	1. Issued by CMM, Calcutta to U.K. 2. Issued by CMM, Calcutta to Denmark. 3. Issued by CMM, Calcutta to Latvia. 4. Issued by CMM, Calcutta to Pakistan 5. Issued by CMM, Calcutta to Bulgaria 6. Issued by CMM, Calcutta to Bangladesh 7. Issued by CMM, Calcutta to Thailand 8. Issued by CMM, Calcutta to Singapore 9. Issued by CMM, Calcutta to Hongkong.	Execution Report not yet received from any of these countries.
10.	RC 1(A)/92-SIU.X	LR sent to Dubai	Response of authorities of Dubai is awaited.
11.	RC 23(A)/95-BLR	1. LR sent to Australia. 2. LR sent to New York, U.S.A.	The result of action taken in the matter is yet to be received.
12.	RC 6(S)/95-SIC.II/SIC.IV	1. Australia 2. France 3. Germany 4. Sweden 5. Thailand	Response of the concerned foreign authorities not received.

[Translation]

Funds for Roads In Uttar Pradesh

2681. DR. BALIRAM : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) the total funds allocated to Uttar Pradesh for construction of roads during the last three years, year-wise,

(b) the number of villages in Azamgarh and Mhow districts of Uttar Pradesh which have been connected by roads; and

(c) the number of villages in Azamgarh and Mhow district which are likely to be connected by roads?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) to (c) Information is being collected and will be laid on the Table of the House.

[English]

Food for Work

2682. SHRI T. GOPAL KRISHNA : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) whether some State Governments are not lifting

food-grains resulting in poor implementation of 'Food for Work' programme under Jawahar Rozgar Yojana;

(b) the total quantity of foodgrains allotted to Andhra Pradesh during the last two years and the quantity remained unlifted;

(c) the details thereof, year-wise; and

(d) the steps propose to be taken by the Government for the proper Implementation of Scheme?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) Jawahar Rozgar Yojana (JRY) guidelines provide that the foodgrains should be given as part of wages under the scheme at the rate of 2 kg per manday. To ensure that workers engaged under JRY are not put at disadvantage, the distribution of foodgrains is optional depending upon the prices in the open market.

(b) and (c) 1,04,200 MTs of foodgrains were allocated to the State of Andhra Pradesh each year during 1994-95 and 1995-96. No foodgrains has been utilised by the State Government.

(d) Necessary instructions are being issued in consultation with the Department of Consumer Affairs and Public Distribution System to States to issue specially subsidized foodgrains to beneficiaries of Employment Assurance Scheme/JRY under the new PDS.

Violation of Rules

2683. KUNWAR SARVARAJ SINGH : Will the PRIME MINISTER be pleased to state :

(a) whether the memorials of Mahatma Gandhi, Pt. Nehru and other Prime Ministers are governed by any Parliamentary Act and rules made thereunder; and

(b) if so, whether any violation of the governing statute has been brought to the notice of the Government?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) Rajghat, the Samadhi of Mahatma Gandhi is governed by the Rajghat Samadhi Act, 1951. No such Act has been passed by the Parliament in respect of samadhi of Pt. Nehru or any other Prime Minister located in Delhi.

(b) No, Sir.

Generation of Power

2684. SHRI ISWAR PRASANNA HAZARIKA : Will the PRIME MINISTER be pleased to state :

(a) the addition to the power generation capacity achieved during 1994-95 and 1995-96;

(b) whether each new power generation unit included during the period was declared to be in commercial operation;

(c) if so, the effective dates of commercial operation of each such unit together with dates of commissioning;

(d) whether the total capacity commissioned or only capacity declared commercial is taken as denominator in determining the Plant Load Factor for the country as a whole; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (DR. S. VENUGOPALACHARI) : (a) to (e) Information is being collected and will be laid on the Table of the House.

[Translation]

Drought in Madhya Pradesh

2685. DR. LAXMINARAYAN PANDEY : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) whether the Chhattisgarh region of Madhya Pradesh was hit by a severe drought;

(b) if so, whether thousands of people migrated from the villages due to this severe drought and many deaths were also reported; and

(c) if so, the details of assistance provided or action taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) According to the information received from the Government of Madhya Pradesh, 25 Tehsils in 7 districts are affected by drought conditions in varying degree in the State. The districts affected in Chhattisgarh region include Raipur, Durg, Rajnandgaon and Ragarh.

(b) The State Government has not reported any migration of persons or death due to drought conditions.

(c) The State Government is undertaking various measures to tackle the situation including gearing up labour intensive works, distribution of seeds for sowing Rabi crops, suspension of recovery of Government Cooperative dues and land revenues. Government of India have released an amount of Rs. 38.31 crores during 1996-97 as Central share of Calamity Relief Fund to Government of Madhya Pradesh for relief and rehabilitation measures in the wake of natural calamities including drought.

Works in Bareilly

2686. SHRI SANTOSH KUMAR GANGWAR : Will the PRIME MINISTER be pleased to state :

(a) the names of the works being carried out in Bareilly-Counter Magnet City for development under the National Capital Region; and

(b) the number of works undertaken during the last five years?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) Bareilly town has been identified as one of the Counter Magnet outside the National Capital Region as per Regional Plan-2001. Normally, the development programmes in Counter Magnet towns are taken up by the State Governments through their agencies which are supplemented by the schemes taken up through the Development Fund financed jointly by the NCR Planning Board and the State Government.

(b) The works being undertaken through the Development Fund are :-

(i) Transport Nagar (Shahjahan Road)

(ii) Rampur Road Residential Scheme.

[English]

MPLADS - Interest Accrued

2687. SHRI DWARAKA NATH DAS : Will the Minister of PLANNING AND PROGRAMME IMPLEMENTATION be pleased to state :

(a) whether the Government are aware that interest accrued on MPLAD Fund remains idle with the

respective Deputy Commissioners of the districts for a long time;

(b) whether the Government propose to take back the aforesaid interest;

(c) if so, whether the scheme of works should be recommended by the respective MPs on whose fund such interest has been accrued; and

(d) if so, the guidelines framed in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION AND MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI YOGINDER K. ALAGH) : (a) to (d) The issue of utilisation of interest accrued on MPLADS funds is under consideration of the Government.

[Translation]

Production of Diesel and Kerosene

2688. SHRI RAJKESHAR SINGH : Will the PRIME MINISTER be pleased to state :

(a) the production of Diesel and Kerosene during 1995 and 1996; and

(b) the demand and supply of diesel and kerosene, State-wise during the above period?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) : (a) The details of production of Diesel and Kerosene in the calendar years 1995 and 1996 are given below :

(Qty. in MMT)

	1995(Prov.)	1996(Prov.)
SKO	5.32	5.97
HSD	20.36	21.66

(b) Diesel is not an allocated product and the supplies are made to meet the full market demand. Kerosene is an allocated product and the releases are made in line with the allocation. State-wise details of allocation V/s. Releases, of SKO and sale of HSD during 1994-95 and 1995-96 are given at attached statement-I and II.

Statement-I

State-wise SKO/HSD Sales During 1994-95

(Figs. in TMT)

State	HSD	SKO
1	2	3
Chandigarh	43.8	17.9
Delhi	924.8	241.2

	1	2	3
Haryana		1220.1	157.6
Himachal Pradesh		148.1	38.8
Jammu & Kashmir		201.7	106.1
Punjab		1599.1	335.0
Rajasthan		1778.8	306.6
Uttar Pradesh		3642.6	1025.4
<i>Total</i>		<i>9559.0</i>	<i>2228.6</i>
Assam		349.4	256.5
Arunachal Pradesh		54.8	12.7
Manipur		21.5	22.3
Meghalaya		78.5	16.4
Mizoram		17.1	6.4
Nagaland		24.9	11.2
Tripura		31.8	22.3
Sikkim		14.9	11.9
Bihar		1457.3	558.7
Orissa		578.9	197.1
West Bengal		1521.1	753.2
Andaman		39.9	4.8
<i>Total</i>		<i>4190.1</i>	<i>1873.5</i>
Maharashtra		3193.6	1514.2
Gujarat		1927.3	807.8
Madhya Pradesh		1662.8	447.3
Goa		164.8	29.2
Daman		7.4	1.5
Dadra & Nagar Haveli		22.9	3.1
Diu		1.7	1.4
<i>Total</i>		<i>6980.5</i>	<i>2804.5</i>
Tamil Nadu		2447.1	666.6
Kerala		1056.8	272.4
Pondicherry		82.2	14.6
Karnataka		1516.1	461.5
Andhra Pradesh		2414.9	599.3
<i>Total</i>		<i>7517.1</i>	<i>2014.4</i>
<i>All India Total</i>		<i>28246.7</i>	<i>8921.0</i>

The kerosene sale as shown above includes released through PDS and to special category customers.

All above figures are provisional and as per IPR.

Statement-II*State-wise SKO/HSD Sales During 1995-96*

State/Union Territory	SKO	HSD
1	2	3
A. Northern Region		
16. Jammu & Kashmir	124.89	195.34
23. Punjab	352.52	1755.41
24. Rajasthan	329.51	2142.60
25. Uttar Pradesh	1092.19	3700.20
27. Haryana	164.60	1350.88
28. Himachal Pradesh	37.08	169.99
42. Chandigarh	19.57	52.56
43. Delhi	240.23	1152.76
<i>Total (A)</i>	<i>2360.59</i>	<i>10519.74</i>
B. North East Region		
12. Assam	265.92	353.20
32. Manipur	22.19	23.85
34. Meghalaya	16.97	88.48
36. Nagaland	12.60	28.75
39. Tripura	23.32	32.74
41. Arunachal Pradesh	11.94	59.42
48. Mizoram	7.04	17.77
<i>Total (B)</i>	<i>359.98</i>	<i>604.21</i>
C. Eastern Region		
13. Bihar	607.97	1654.25
22. Orissa	222.19	527.46
26. West Bengal	606.04	1644.49
38. Sikkim	10.17	18.51
40. Andaman & Nicobar	215.08	44.22
<i>Total (C)</i>	<i>1661.45</i>	<i>3888.93</i>
D. Western Region		
14. Goa	28.27	171.33
15. Gujarat	811.80	2401.16
18. Madhya Pradesh	481.34	1922.03
20. Maharashtra	1545.25	3814.67
44. Dadra & Nagar Haveli	3.11	38.65
46. Daman & Diu	3.16	9.04
<i>Total (D)</i>	<i>2872.93</i>	<i>8356.88</i>
E. Southern Region		
11. Andhra Pradesh	613.80	2863.64
17. Kerala	291.42	1176.21

1	2	3
19. Tamil Nadu	683.52	2866.63
21. Karnataka	493.56	1774.02
47. Lakshadweep	0.20	0.17
49. Pondicherry	14.84	106.19
<i>Total (E)</i>	<i>2097.34</i>	<i>8786.86</i>
<i>All India Total</i>	<i>9352.29</i>	<i>32156.62</i>
F. Outside Territory		
51. Bhutan	4.85	13.79
52. Nepal		
<i>Total (F)</i>	<i>4.85</i>	<i>13.79</i>
Grand Total	9357.14	32170.41

The kerosene sale as shown above includes released through PDS and to special category customers

All above figures are provisional and as per IPR.

Super Thermal Power Station at Tandawa

2689. SHRI DHIRENDRA AGARWAL : Will the PRIME MINISTER be pleased to state :

(a) whether the Government propose to set up a Super Thermal Power Station at Tandawa in Bihar;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (DR. S. VENUGOPALACHARI) : (a) No, Sir.

(b) and (c) Do not arise.

ONGC

2690. SHRI RAVINDRA KUMAR PANDEY :
SHRI SHIVRAJ SINGH :

Will the PRIME MINISTER be pleased to state :

(a) whether some surveys had been conducted by the Oil and Natural Gas Commission or Oil India Ltd. recently to find out the possible availability of Hydrocarbon in north eastern region of the country;

(b) if so, the details of such surveys;

(c) the results thereof so far; and

(d) the steps proposed to be taken by the Union Government to accelerate the pace of surveys in these regions?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) :
(a) Yes, Sir.

(b) and (c) During the year 1996-97 ONGC has carried out 1250 SLK of 2-D and 76 SSK of 3-D seismic surveys in North East Region.

During the same period OIL has carried out 1400 SLKM of 2-D and 100 SQKM of 3-D seismic surveys in this area. Based on surveys and interpretation of the data a few structures have been identified.

(d) In addition to the survey programme of ONGC and OIL, Government of India has awarded several blocks in the region under exploration bidding rounds to private/JV companies. Seismic surveys are an important component of the committed work programme for these blocks.

Export of FPI Products

2691. DR. MAHADEEPAK SINGH SHAKYA :
SHRI NAWAL KISHORE RAI :

Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state :

(a) whether hundred per cent export oriented food processing industries have also been set up in the country;

(b) if so, the number of these industries, State-wise;

(c) the total number of such units which have commenced production during 1996 and whether the Government have made any assessment about the exports made and the foreign exchange earned by these industries during each of the last three years;

(d) if so, the average percentage of total production exported by these industries during the above period and the value of the exports made; and

(e) the total production capacity of these industries?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI DILIP KUMAR RAY) : (a) to (e) As per available information, the number of 100% Export Oriented Units set up in the various sectors of food processing industries in the country so far is 120. Statewise details of these units are given in statement. The details of exports made by these units during the last three years is as under :-

1993-94	Rs. 386.12 Crores
1994-95	Rs. 535.01 Crores
1995-96	Rs. 711.07 Crores

The average percentage of total production exported by these industries during the above period and the value of exports made are not available.

Statement

Statewise No. of 100% Export Oriented Food Processing Units set up so far

State	No. of Units
Assam	1
Andhra Pradesh	37
Gujarat	8
Haryana	3
Himachal Pradesh	1
Karnataka	11
Kerala	13
Madhya Pradesh	2
Maharashtra	10
Orissa	2
Punjab	3
Rajasthan	1
Tamil Nadu	16
Uttar Pradesh	6
West Bengal	4
Pondicherry	1
Indian EEZ	1
Total	120

Improvement of Barren and Saline Land

2692. SHRI N.J. RATHWA : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) whether any scheme has been formulated to bring improvement in forestry and saline soil in barren land and hilly areas of tribal districts especially in Chhota Udaipur constituency of Gujarat;

(b) if so, the details thereof;

(c) the names of tribal district of Gujarat selected under this scheme;

(d) the date by which this scheme likely to be implemented and the total area of land included under the scheme of total acres of land out of it which will be taken from tribal and backward areas; and

(e) the number of people especially from tribal families who are proposed to be benefited from this scheme?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) Yes, Sir.

(b) The following on-going Central Wastelands Development Sector schemes have the provision to bring improvement of barren land in the hilly areas

of tribal districts of Chhota Udaipur constituency in Gujarat.

(i) Integrated Wastelands Development Project Scheme (IWDP)

(ii) Grant-in-Aid to Voluntary Agencies (Grant-in-Aid)

(c) to (e) Information is given in the statement attached.

Statement

No.	Scheme	District	Date by which this scheme likely to be implemented	Total area of land under the scheme (ha.)	Out of which will be taken in tribal & backward areas (ha.)	No. of tribal families to be benefited by the scheme
1.	IWDP	Panchmahals	1993-94 to 97-98	3370	2631	2400
2.	IWDP	Banaskantha	1993-94 to 96-97	5000	1600	1330
3.	IWDP	Dang-I	1994-95 to 98-99	4095	4095	13500
4.	IWDP	Dang-II	1993-94 to 97-98	4096	4096	14880
5.	Grant-in-aid Scheme	Valsad	1995-96 to 97-98	61	61	200

IWDP - Integrated Wastelands Development Project Scheme.

[English]

NTPC/APSEB

2693. SHRIMATI LAKSHMI PANABAKA : Will the PRIME MINISTER be pleased to state :

(a) whether any agreement has been signed between the NTPC and APSEB for setting up of a power project at Visakhapatnam;

(b) if so, whether techno-economic clearance has been obtained from the CEA;

(c) if so, the total cost and capacity of the project; and

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

THE MINISTER OF STATE IN THE MINISTRY OF POWER (DR. S. VENUGOPALACHARI) : (a) Yes, Sir. The National Thermal Power Corporation (NTPC) has signed a Power Purchase Agreement with the Andhra Pradesh State Electricity Board (APSEB) for the setting up of Simhadri Thermal Power Project of 1000 MW capacity in Visakhapatnam district of Andhra Pradesh.

(b) and (c) The Central Electricity Authority (CEA) has accorded techno-economic clearance to the project in August, 1996. The estimated cost of the project is Rs. 3650.79 crores at first quarter, 1997 price level. The project comprises two units of 500 MW each.

(d) The first unit is envisaged to be commissioned within 56 months after Government approval and the second unit 9 months thereafter.

Increase of Water Supply

2694. SHRI MADHUKAR SARPOTDAR : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) whether the Government have principally agreed to increase water supply from 40 to 55 liters per capita per day and allow 30 per cent private houses connection in Maharashtra;

(b) if so, whether any final decision has been taken; and

(c) the time by which the decision is expected to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) to (c) The Empowered Committee of Rajiv Gandhi National Drinking Water Mission has recommended that in States where coverage achieved is at 40 lpcd, service level of 55-70 lpcd can be adopted by designing the schemes ab initio for higher supply. However, the States including Maharashtra have been advised to ensure that sustainability of sources and system have to be taken into consideration before altering the designs.

Paraffin Wax

2695. SHRI RAMASHRAYA PRASAD SINGH : Will the PRIME MINISTER be pleased to state :

(a) the criteria followed for awarding the dealership of Paraffin Wax; and

(b) the criteria for awarding the dealership of Paraffin Wax to Scheduled Caste Tribe and OBC candidates on priority?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU): (a) and (b) Indian Oil Corporation took over marketing of paraffin wax from BPC/IBP during 1982. While taking over the marketing of paraffin wax from BPC/IBP, the existing dealer/distributor network was taken over by IOC under IOC's distributorship/dealership. In addition, during November, 1987 some new distributors have been appointed (considering 20 MT/month as the economically viable quantity) from the existing RO/SKO/LDO dealership network of IOC. No dealers have been appointed after 1987.

IOC(AOD) is distributing paraffin wax in North-Eastern States, West Bengal and Andaman and Nicobar Islands through Small Scale Industries Corporation of Assam, Meghalaya, Manipur, Tripura, Nagaland, Arunachal Pradesh, West Bengal and Andaman and Nicobar Islands. MRL is distributing paraffin wax in Tamil Nadu and Kerala through the respective State's Small Industries Development Corporation. MRL also supplies paraffin wax directly to bulk customers as per their allocation by the Director of Industries, Tamil Nadu.

[Translation]

Development of Cities

2696. SHRI BRAJ MOHAN RAM :
SHRI RAMSHAKAL :

Will the PRIME MINISTER be pleased to state :

(a) the names of cities in States selected by the Prime Minister for special development; and

(b) the city-wise amount provided to each State under the above scheme during the last five years?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) There are no cities selected by the Prime Minister for special development.

(b) Does not arise.

[English]

KSEB/PFC

2697. SHRI K.C. KONDAIAH : Will the PRIME MINISTER be pleased to state :

(a) whether the Power Finance Corporation had sanctioned any loan for re-structuring of the Karnataka State Electricity Board during 1996-97; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (DR. S VENUGOPALACHARI) : (a) and (b) Power Finance Corporation has not so far sanctioned any loan for re-structuring of the Karnataka Electricity Board during 1996-97.

Population Explosion

2698. SHRI CHITTA BASU :

SHRI BIR SINGH MAHATO :

Will the PRIME MINISTER be pleased to state :

(a) whether the population explosion has to late assumed alarming proportion particularly in the mega cities like Delhi, Mumbai, Calcutta and Chennai; and

(b) if so, the steps the Government propose to take to curb the population growth in the cities?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) Yes, Sir. The population growth rates of mega cities like Delhi, Mumbai, Calcutta and Chennai have been fairly high. The decadal rates for 1981-91 for the cities of Delhi, Mumbai, Calcutta and Chennai have been 46.95%, 52.81% 26.42% and 19.88% respectively.

(b) While the Government of India emphasises population control measures through family welfare schemes, as regards migration to mega cities from rural areas and small and medium towns, the approach of the Government is to address the problem through Rural Development Schemes and the Scheme of Integrated Development and Small and Medium Towns (IDSMT). The various rural development programmes such as Jawahar Rozgar Yojana (JRY), Integrated Rural Development Programme (IRDP), Million Wells Scheme (MWS), Employment Assurances Scheme (EAS), Development of Women and Children in Rural Areas (DWCRA), Training of Rural Youth for Self Employment (TRYSEM), Drought Prone Areas Programme (DPAP), Desert Development Programme (DDP), Rural Water Supply (RWS) etc., formulated by the Government of India emphasises the creation of job opportunities in villages through public works, employment and income generating programmes, etc. The IDSMT Scheme aims at the development of selected regional growth centres with key infrastructure so as to enable them to function as generators of economic growth and employment and to minimise the incentive of migrants belonging to villages and small and medium towns to move to large cities.

Simhadri Power Project

2699. DR. M JAGANNATH : Will the PRIME MINISTER be pleased to state :

(a) whether the APSEB and National Thermal Power

Corporation has signed a power purchase agreement for Simhadri power project;

(b) if so, the total Megawatt of power to be produced from the project;

(c) whether the Central Electricity Authority has given techno-economic clearance to this project;

(d) if so, the total cost of expenditure to be involved in this project;

(e) whether the Overseas Economic Cooperation Fund of Japan has agreed to provide a loan to this project; and

(f) the time by which the project is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (DR. S. VENUGOPALACHARI) : (a) Yes, Sir.

(b) 1000 MW.

(c) Yes, Sir. The Central Electricity Authority (CEA) has accorded techno-economic clearance to the project in August, 1996.

(d) The estimated cost of the project is Rs. 3650.79 crores at first quarter, 1997 price level.

(e) Yes, Sir.

(f) The project comprises of two units of 500 MW each. The first unit of 500 MW is envisaged to be commissioned within 56 months from Government approval and the second unit 9 months thereafter.

Housing Schemes

2700. SHRI S.D.N.R. WADIYAR : Will the PRIME MINISTER be pleased to state :

(a) the schemes launched for the upliftment of weaker sections during the Eighth Plan, State-wise;

(b) the number of people from weaker sections benefited during the above Plan period, year-wise;

(c) whether all these schemes are proposed to be continued in the Ninth Plan;

(d) whether any new housing scheme is also proposed to be started during the Ninth Plan in addition to the housing schemes launched during the Eighth Plan for the weaker sections; and

(e) if so, the details of the programme in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) and (b) Housing is a State subject and State Government are free to formulate housing schemes in accordance with their priorities and available resources. However, housing schemes for Economically Weaker Sections (EWS) implemented by the State Government under 20 Point Programme are being monitored by the Central Government. A statement indicating achievement made under these schemes during the 8th Plan is attached statement.

With a view to supplement the efforts of the State Governments, the Central Government has been implementing the following schemes in urban areas :-

Night Shelter and Sanitation Facilities for Urban Footpath Dwellers :- Since inception, 56 schemes have been sanctioned, benefitting 60,000 urban footpath dwellers.

National Network of Building Centres :- Since inception, a total of 470 building centres have been sanctioned, out of which 250 have become functional. These centres have so far trained over 78,000 artisans engaged in various construction trades.

Shelter Upgradation Under NRY and PMI UPEP :- Since inception and as on 31.1.97, 541 schemes envisaging upgradation of 717863 dwelling units have been sanctioned under NRY. Under PMI UPEP, as on 28.2.97, 12 projects for upgradation of 4636 dwelling units have been sanctioned.

(c) to (e) The 9th Plan has not yet been finalised.

Statement

Achievements made in respect of item No. 14(D), EWS Housing during 8th Five Year Plan

No. of Dwelling Units

S.No.	State/UTs.	1992-93	1993-94	1994-95	1995-96	1996-97 (As on Dec.'96)
1	2	3	4	5	6	7
1.	Andhra Pradesh	43035	55424	48082	55034	17985
2.	Assam	228	294	1412	771	0
3.	Bihar	496	42	0	192	0

1	2	3	4	5	6	7
4.	Goa	50	20	0	0	0
5.	Gujarat	2571	2445	4183	2474	770
6.	Haryana	1182	641	56	31	0
7.	Himachal Pradesh	30	30	15	30	23
8.	Jammu & Kashmir	2	1	2	11	0
9.	Karnataka	5564	7521	7846	4572	5079
10.	Kerala	3152	22051	19526	30373	14040
11.	Madhya Pradesh	5895	6013	5559	4254	3113
12.	Maharashtra	10675	4410	4987	1500	1263
13.	Manipur	0	0	0	0	0
14.	Meghalaya	165	547	0	0	0
15.	Mizoram	300	100	0	0	0
16.	Orissa	2271	2723	5539	477	2713
17.	Punjab	2364	421	0	388	415
18.	Rajasthan	2494	1994	1911	1382	1358
19.	Sikkim	50	40	-	150	111
20.	Tamil Nadu	12800	9948	7676	7366	7974
21.	Tripura	92	387	507	0	0
22.	Uttar Pradesh	17348	5122	4553	3810	675
23.	West Bengal	150	25	2000	0	1649
24.	A & N Island	40	0	0	0	0
25.	Daman & Diu	0	10	0	0	0
26.	Delhi	3726	2686	1763	831	3768
27.	Pondicherry	-	-	-	-	-
Total		114680	122895	116817	113646	60935

[Translation]

LPG to Rural Areas

2701. SHRI MOHAMMAD ALI ASHRAF FATMI : Will the PRIME MINISTER be pleased to state :

- whether LPG is provided in rural areas;
- if so, the number of villages covered so far; and
- if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU): (a) to (c) As per the latest policy of the Government, in order to extend LPG marketing to rural areas, all towns in the country with a population of 10,000 and above, offering adequate potential for a commercially viable distributorship after considering the population of adjoining villages within 15 KMs radius, are to be included in the marketing plan under preparation. Large rural complexes with villages of population of 10000 and above as nucleus and rural areas and large towns are also proposed to be included in the marketing plan.

Rural areas within the jurisdiction of existing LPG distributorships and persons in rural areas on LPG vouchers issued by Members of Parliament are also being supplied LPG.

[English]

Arrears

2702. SHRI BANWARI LAL PUROHIT : Will the PRIME MINISTER be pleased to state :

- the details of rental arrears against Ex-Ministers, Ex-MPs, VIPs and Ex-Bureaucrats outstanding as on March 1, 1997;
- the details of rental arrears waived off by the Government and the reasons therefor;
- the details of rental arrears recovered during each of the last three years; and
- the steps taken by the Government to recover fully these rental arrears?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) Rental arrears as on 1.3.97 are Rs. 472.59 lakhs.

(b) There has been no waiver case during the last one year.

(c) The year-wise details of rental arrears recovered during the last 3 years are as under :

Year	Amount
1994-95	51.82 lakhs
1995-96	92.88 lakhs
1996-97	113.13 lakhs

(d) Necessary action as per rules has been initiated to recover pending rental arrears.

[Translation]

Regularisation of Colonies

2703. SHRI RAJENDRA AGNIHOTRI : Will the PRIME MINISTER be pleased to state :

(a) whether the Government have received any proposals to regularise unauthorised colonies of Delhi; and

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

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) and (b) Proposals have been received from the Government of National Capital Territory of Delhi for regularisation of unauthorised colonies in Delhi as existed on 31.3.1993. However, in CWP No. 4771/93, the High Court of Delhi has restrained the respondents including Union of India, from taking any decision or action to regularise any unauthorised colony till further orders. The matter is still sub-judice.

[English]

Drought Prone Areas Programme

2704. SHRI BADAL CHOUDHURY : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) the number of districts in different States of the country under D.P.A.P. schemes, State-wise;

(b) whether any project proposal has been submitted by the Government of Tripura for implementation of D.P.A.P. in South Tripura District of the State; and

(c) if so, the details thereof and the steps being taken by the Government to accord sanction to the proposal?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) Under the Drought Prone Areas Programme (DPAP), 155 districts in 13 States are presently covered. The State-wise coverage is attached as statement.

(b) and (c) As per the available information, no project proposal has been received from the Government of Tripura for the implementation of D.P.A.P. in South Tripura district. Even otherwise, Tripura and other North Eastern States of the country have not been covered under the Programme, since these States do not fulfil the criteria of percentage rainfall and irrigation as well as of Moisture Index, which is an index of moisture stress on vegetation.

Statement

State	Number of DPAP Districts
1. Andhra Pradesh	11
2. Bihar	16
3. Gujarat	10
4. Himachal Pradesh	3
5. Jammu & Kashmir	2
6. Karnataka	11
7. Madhya Pradesh	25
8. Maharashtra	22
9. Orissa	8
10. Rajasthan	10
11. Tamil Nadu	15
12. Uttar Pradesh	18
13. West Bengal	4
Total	155

Oil Selection Board

2705. SHRI K. KANDASAMY : Will the PRIME MINISTER be pleased to state :

(a) whether the Government is aware that at present the posts of Chairman and Members of Oil Selection Board (Southern Region) are vacant; and

(b) if so, the steps taken to expedite the appointment of Chairman and Members?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) : (a) and (b) Oil Selection Boards have since been

abolished by the Government in public interest. Necessary action to reactivate the selection process is being taken expeditiously.

[Translation]

Drinking Water

2706. SHRI DINESH CHANDRA YADAV : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) whether the Government have conducted any survey of the villages of Bihar, particularly those of Saharsa, Supaul and Madhepura districts for formulating/commissioning the water supply schemes;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) Yes, Sir.

(b) As on 1.2.97 there were 6364 Not covered habitations and 24,050 Partially covered habitations in Bihar.

(c) All the Not Covered and Partially Covered habitations are expected to be provided with safe drinking water facilities by 1997-98 and 2000 AD respectively by the State Government.

[English]

Development and Welfare of Minorities

2707. SHRI G.M. BANATWALLA : Will the Minister of PLANNING AND PROGRAMME IMPLEMENTATION be pleased to state :

(a) whether a request has been made to the Prime Minister and also Chairman, Plannings Commission that specific allocation be made in the Ninth Five Year Plan for the development and welfare of minorities, particularly in the sphere of education;

(b) if so, the details thereof; and

(c) the reaction of the Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION AND MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI YOGINDER K. ALAGH) : (a) and (b) A request has been made to the Prime Minister by the General Secretary, All India Janata Dal (Minority Committee), New Delhi, for an allocation of Rs. 1000 crore for education of Muslims in the Ninth Five Year Plan.

(c) Ninth Five Year Plan which is now under formulation will give full weightage to this request.

[Translation]

Oil and Natural Gas Corporation

2708. SHRIMATI BHAVNABEN DEVRAJ BHAI CHIKHALIA :
SHRIMATI SHEE: A GAUTAM :

Will the PRIME MINISTER be pleased to state :

(a) whether Oil and Natural Gas Corporation proposes to increase its activities abroad;

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

(c) whether O.N.G.C. has signed or propose to sign any agreement with foreign Gas Companies in this regard;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU): (a) Yes, Sir.

(b) The objective is to enhance oil security for the country by acquiring equity oil abroad.

(c) to (e) ONGC Videsh Ltd. had farmed-in for exploration ventures in Egypt and Yemen with British Gas. Presently ONGC-VL has not signed any agreement with any foreign gas companies.

[English]

Oil Depots

2709. SHRI B.L. SHANKAR : Will the PRIME MINISTER be pleased to state :

(a) the places in Karnataka where Oil Depots of Bharat Petroleum, Indian Oil Corporation and Hindustan Petroleum are located;

(b) the storage capacity of each depot separately at present;

(c) whether the local people are being benefited by the above mentioned undertaking; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU): (a) and (b) The places in Karnataka having oil storage depots/terminals of Bharat Petroleum Corporation Ltd., Indian Oil Corporation Ltd. and Hindustan Petroleum Corporation Ltd. and the storage capacity of each depot are given in the attached statement.

(c) and (d) The oil storage depots at the above mentioned places in the State of Karnataka have ensured the availability of petroleum products of mass consumption nearer to the consumption zones. These depots also help in generating indirect employment through various ancilliary services.

Statement

Oil Storage Depots/Terminals of Indian Oil Corporation Ltd;

Bharat Petroleum Corporation Ltd. and Hindustan Petroleum Corporation Ltd. in Karnataka

(Figs in KLs)

Location	I.O.C.	B.P.C.L.	H.P.C.L.
Mangalore	103751	-	42000
Belgaum	4245	-	2995
Hubli	-	5660	4274
Karwar	2149	-	-
Gulburga	5203	-	3160
Bijapur	6899	-	-
Raichur	4959	5230	-
Bangalore	31538	13100	-
Devangunti	35456	23100	23858
Yellahanka	12061	-	-
Mysore	11439	7660	-
Shimoga	6157	-	3790
K.R. Puram	-	-	134
Belgaum Aviation Service Facilities	-	-	70
Navalur	16579	-	-

Allocation for JRY

2710. SHRI BHAGWAN SHANKAR RAWAT : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) the amount allocated under JRY for Agra (U.P.) during 1996-97 and work in mandays generated therefrom; and

(b) the allocation and utilisation of funds under Jawahar Rozgar Yojana for Agra during 1994-95 and 1995-96 alongwith the work generated in mandays?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) Under Jawahar Rozgar Yojana (JRY), an amount of Rs. 438.93 lakhs including State share has been allocated to Agra district of Uttar Pradesh State during 1996-97. Upto December, 1996, an amount of Rs. 203.13 lakhs has been reported to be utilized and 4.25 lakh man-days have been generated.

(b) An amount of Rs. 729.91 lakh and Rs. 892.24 lakhs including Indira Awaas Yojana (IAY) and Million Wells Scheme (MWS), have been allocated to Agra district during 1994-95 and 1995-96 respectively. District-wise physical and financial achievements were not maintained.

Acquisition of Land

2711. SHRI GEORGE FERNANDES : Will the PRIME MINISTER be pleased to state :

(a) the total area of land acquired by the Government in Delhi for development and disposal;

(b) the price at which this land was acquired; and

(c) the development expenditure on this land and the price at which the land was sold?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) DDA has reported that land measuring 59542.78 acres has been placed at their disposal under Section 22 (1) of Delhi Development Act.

(b) The current rate of acquisition of land is about Rs. 4.65 Lakhs per acre.

(c) A *statement* showing expenditure incurred on development of land from 1967-68 upto December, 1996 is enclosed. Allotment of land for residential purposes is made on pre-determined rates approved by the Authority and notified by Government from time to time under Nazul Rules, 1981. Land is also disposed off through auction/tender for commercial and residential purpose.

Statement

Statement Showing Expenditure incurred on Development of Land from 1967-68 to 12/96.

Year	Expenditure (figures in crores of Rs.)
1	2
1967-68	1.75
1968-69	2.21
1969-70	3.63
1970-71	3.51
1971-72	3.86
1972-73	3.79
1973-74	3.81
1974-75	3.81
1975-76	7.87
1976-77	10.26
1977-78	3.80
1978-79	8.85
1979-80	5.61
1980-81	11.55
1981-82	30.15
1982-83	35.85
1983-84	36.76

1	2
1984-85	35.20
1985-86	41.14
1986-87	43.30
1987-88	54.09
1988-89	88.55
1989-90	116.50
1990-91	144.99
1991-92	160.05
1992-93	155.36
1993-94	127.32
1994-95	150.09
1995-96	139.45
1996-97	100.46
(Upto 12/96)	

Unauthorised Colonies

2712. SHRI JANG BAHADUR SINGH PATEL : Will the PRIME MINISTER be pleased to state :

(a) whether the Delhi High Court has given time of two weeks to the Union Government for constitution of a High-Powered Committee to regularise 1073 unauthorised colonies in Delhi;

(b) if so, the date on which the Committee has been constituted and the composition thereof;

(c) whether the Committee has submitted its report;

(d) if so, the recommendations thereof;

(e) whether a large number of these 1073 unauthorised colonies are situated on government/gram sabha land/acquired land;

(f) if so, the details thereof;

(g) whether there is also any proposal under consideration of the Government to regularise the sale-purchase of the residential plots allotted to people under 20 point programme; and

(h) if not, the reasons for the Government following the discriminatory policies?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) to (d) The High Court of Delhi during the hearing of the case on 9.12.1993 - CWP No. 4771/93 has directed Union of India to constitute a High Level Committee to examine the various issues relating to unauthorised colonies in Delhi. The Committee is required to submit its report to the Hon'ble Court within a period of three months.

Accordingly a Committee has been constituted by the Ministry of Urban Affairs and Employment on 24.12.1996. The composition of the Committee is as per statement-I. The Committee is yet to submit its report.

(e) and (f) The Government of NCT of Delhi had appointed a Committee for verification of status of land of unauthorised colonies. According to Government of N.C.T. of Delhi, the position as reported by this Committee is as per statement-II.

(g) and (h) Government of NCT of Delhi has reported that under the Delhi Panchayat Act, gaon sabha land cannot be sold, but can only be leased out. Sale purchase of such plots is against the spirit of allotment under the 20-Point Programme under which the plots are allotted to landless and houseless persons.

Statement-I

1. Shri N.P. Singh, Secretary (UD), Ministry of Urban Affairs & Employment	Chairman
2. Shri P.V. Jayakrishnan, Chief Secy., Govt. of N.C.T. of Delhi	Member
3. Shri Hamendra Kumar, Addl. Secretary (UD), Ministry of Urban Affairs & Employment	Member
4. Vice-Chairman, Delhi Development Authority	Member
5. Shri Jagdish Sagar, Principal Secy. (UD) Govt. of N.C.T. of Delhi.	Member
6. Shri B.S. Minhas, Joint Secretary, Min. of Urban Affairs & Employment (Deptt. of Urban Dev.)	Member
7. Shri V.K. Duggal, Commissioner, MCD.	Member
8. Shri I.A. Khan, Chariperson, NDMC	Member
9. General Manager, DESU	Member
10. Shri Rakesh Mohan, Addl. Commissioner (WS), MCD	Member
11. Shri Kishan Lal Sharma, Member of Parliament	Member
12. Shri Jag Pravesh Chandra, M.L.A., GNCTD	Member
13. Shri Shoaib Iqbal, M.L.A., GNCTD	Member
14. Shri S.P.S. Parihar	Member Convenor

Statement-II

(i) No. of colonies sent to Govt. of India for regularisation	1071
(ii) Colonies referred to Deputy Commissioner, Delhi for verification of status of land	509
(iii) Colonies on original Gaon Sabha land	80
(iv) Colonies whose land has been or is under acquisition proceedings	39
(v) Colonies on agricultural land	143
(vi) Colonies partly on private land and partly on Government land/Gaon Sabha land.	247
(vii) Colonies within the development area of DDA	495
(viii) Colonies where verification work is under consideration	67

Eastern Power Grid

2713. SHRI L. RAMANA :

DR. ASIM BALA :

Will the PRIME MINISTER be pleased to state :

(a) whether the Eastern Power Grid has surplus power;

(b) if so, whether the Government propose to direct the Eastern Power Grid to supply excess power to other power starved States;

(c) if so, the details thereof;

(d) whether any Committee has been set up to assess the damaged and faulty operation of various power plants in the Eastern Region; and

(e) if so, the details and outcome thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (DR. S. VENUGOPALACHARI) : (a) Yes, Sir.

(b) and (c) Export of surplus energy from Eastern Region to North-Eastern region is already taking place. Specific allocation of 150 MW from the unallocated power of the three NTPC Stations in the Eastern Region to APSEB has been made.

(d) and (e) No Committee has been set up to assess the damage and faulty operation of various power plants in Eastern Region.

*[Translation]***Scheme for Employment**

2714. SHRI SOHAN BEER :

SHRI S.P. JAISWAL :

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

(a) the names of the schemes launched in Uttar

Pradesh during each of the last three years for creation of employment to all;

(b) the amount allocated by the Union Government during the said period;

(c) whether the Government propose to allocate more amount during the Ninth Five Year Plan for the fulfilment of objectives of the Scheme; and

(d) the target fixed on this regard during the above plan period?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) Employment Assurance Scheme (EAS) and Intensified Jawahar Rozgar Yojana (IJRY) were launched in 1993-94 in many parts of the country including the state of Uttar Pradesh. These schemes continued to be implemented during 1994-95 and 1995-96.

(b) The amount allocated/released by the Union Government during last three years under these schemes is as under :-

(Rs. in lakhs)

Year	Amount allocated under IJRY	Amount released under EAS
1993-94	8335.00	2806.25
1994-95	8335.00	10990.00
1995-96	5240.00	15560.00

EAS is a demand driven scheme, hence there is no allocation under the scheme.

(c) and (d) Allocation of funds has not yet been made for the 9th Five Year Plan and no targets have been fixed.

*[English]***Delhi Apartment Ownership Act**

2715. SHRI PRAMOD MAHAJAN : Will the PRIME MINISTER be pleased to state :

(a) whether the attention of the Government has been drawn to the judgement delivered by the Delhi High Court on March, 14, 1993 reported in 51(1933) DLT 308, in which argument was advanced that the Competent Authority under the Delhi Apartment Ownership Act, 1986, was not appointed and was accepted by the Government;

(b) whether the L&DO who was respondent apprised the High Court of the Gazette Notification Nos. F-16(6)/76/L&B/Coord/Vol.III/1377 and 1378 appointing the competent authorities;

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

(d) if not, the reasons therefor;

(e) the number of multi-storeyed buildings and apartments registered under the Delhi Apartment Ownership Act, 1986 since December 1, 1987 till December 31, 1996 year-wise;

(f) the amount by way of registration fees and stamp duty received by the Government during the above period, year-wise;

(g) in case the registration of Apartments etc. has not so far been made under the Act, the reasons therefor and the extent of revenue loss caused to the Government during the above period, registration fee and stamp duty-wise and year-wise; and

(h) the step taken to recover all such dues, realisation so far and action proposed to be taken for the remainder?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) to (d) Delhi High Court judgement dated 14.3.93 reported in 51 (1993) DLT 308, pertains to suit No. 3967/92 M/s Sagar Apartment Flats Ownership Society Registered & Ors. Vs. M/s. Sequoia Construction Pvt. Ltd. & Ors. wherein the L&DO in the written statement in response to para 5 of the plaint, admitted the contention of the plaintiff w.r.t. coming into force of the Act through notification which was published in Delhi Gazette, Delhi Administration dated 10.12.87 relating to coming into force of the Delhi Apartment Ownership Act, 1986 and appointment of competent authorities thereunder.

(e) to (h) Although the Delhi Apartment Ownership Act, 1986 came into force w.e.f. 1.12.87, the competent authorities notified for this purpose could not enforce the provisions of the Act due to some inherent lacunae in the law which have since been identified and action to bring out a new legislation has been initiated.

Indian Oil Corporation

2717. SHRI MOHAN RAWALE : Will the PRIME MINISTER be pleased to state :

(a) whether some officers of the Indian Oil Corporation were arrested at Aurangabad on 11th December, 1996;

(b) if so, the details thereof;

(c) the charges against these officers;

(d) whether other Indian Oil Corporation officers went on a flash strike thereafter which affected the supply of aviation fuel to aircrafts;

(e) if so, the details thereof; and

(f) the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) : (a) to (c) A Deputy Manager working at Aurangabad

Depot was taken into police custody alongwith a workman and a tank truck driver on December 12, 1996, on suspicion of their collusion with a retail outlet dealer for adulteration of diesel with kerosene.

(d) and (e) The news regarding the arrest caused serious resentment amongst the employees, which affected aviation fuel supply at Nagpur, Aurangabad, Santacruz and Sahar Aviation Fuel Stations on December 14, 1996.

(f) The Corporation has taken necessary action in respect of its employees as per the provisions of Conduct Discipline & Appeal Rules and Standing Orders. Also, the concerned dealer was suspended as per the provisions of the Marketing Discipline Guidelines. However, the supplies were later resumed after the dealer obtained requisite clearance from the Court.

ONGC Officers

2718. SHRI N. RAMAKRISHNA REDDEY : Will the PRIME MINISTER be pleased to state :

(a) whether the Oil and Natural Gas Commission has agreed to upgrade its office at Raja Mundry, which supervises the operations in Krishna-Godavari basin; and

(b) if so, whether the Chief Minister of Andhra Pradesh had already discussed this issue with his Ministry during his visit?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) : (a) The level of the Project Head of the Krishna Godavari Project based at Rajahmundry was raised from General Manager to Group General Manager with enhanced delegation of powers. However, a review of the delegation of powers of the Project Head has also been taken up with a view to further empower the Project office.

(b) Yes, Sir.

Training Facilities for CBI

2719. SHRI TARIQ ANWAR : Will the PRIME MINISTER be pleased to state :

(a) whether the training facilities of Central Bureau of Investigation appears to be hit by resource crunch;

(b) if so, the reasons therefor; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : (a) to (c) No, sir. In fact, in the Eighth Five Year Plan, for the modernisation of C.B.I.

Training Academy the initial provision of Rs. 1 (one) crore had been raised approximately by five times.

Review of IRDP

2720. SHRI N. DENNIS : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) whether the Government have reviewed the functioning of the I.R.D.P.; and

(b) the steps taken by the Government for the effective functioning of I.R.D.P.?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) and (b) The implementation of the Integrated Rural Development Programme (IRDP) has been reviewed from time to time. As part of this exercise and at the instance of the Government of India, the Reserve Bank of India had constituted a High Power Expert Committee on IRDP under the Chairmanship of Shri D.R. Mehta, former Deputy Governor of Reserve Bank of India on 29.9.1993. The Committee reviewed the programme and recommended suitable measures so as to make it a more effective instrument of poverty alleviation.

In pursuance to the recommendations of the Expert Committee on IRDP, the following steps have been taken by the Government/RBI for the effective implementation of IRDP.

1. Fixation of higher per family investment targets.
2. Measures to mobilise additional credit through fixation of credit targets.
3. Introduction of a new category of beneficiaries comprising educated unemployed trained youth for whom a higher subsidy limit of Rs. 7500/- has been fixed.
4. Enhancement of the ceiling limit for expenditure on infrastructure from the present 10% to 20% (25% in case of North-Eastern States and Sikkim) and decentralisation of powers to sanction such expenditure.
5. Introduction of a back-ended system of subsidy with a view to minimising leakages associated with front-end subsidy.
6. Extension of Cash Disbursement scheme in 50% of the blocks of the country. It has now been decided to extend the scheme to all the blocks in the country.
7. Enhancement of the subsidy limit for group activities to Rs. 1.25 lakhs per group or 50% of the project cost, whichever is less.
8. Insistence on greater participation of Gram Sabhas in the selection of beneficiaries to

ensure transparency and objectivity in the selection procedure.

9. Extension of the Family Credit plan in 217 districts of the country with a view to encouraging higher levels of investment per family. It is proposed to extend it further to an additional 100 districts during 1997-98.

Cases with CBI

2721. DR. Y.S. RAJASEKHARA REDDY : Will the PRIME MINISTER be pleased to state :

(a) the total number of cases pending before the CBI as on February 1, 1997;

(b) the number of cases referred by the Central Government, State Governments and Courts, separately.

(c) whether it has enough personnel to cope up with the work entrusted to it; and

(d) the name of countries where the prime investigating agency enjoys the status of an autonomous and independent organisation?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : (a) There are 1601 cases pending investigation as on 1.2.1997 with CBI.

(b) Out of (a) above, 310 cases were referred by the Central/State Govts./UT/Court. The break up of these cases are as under :

Cases referred by	No. of cases
Central Government	18
State Govts.	71
Union Territory	1
Supreme Court	62
High Courts	145
Other Courts	13
	310

(c) Yes, Sir.

(d) The status of investigating agency of each country and the extent of autonomy enjoyed by it is determined by local laws of the country concerned. In India CBI enjoys functional autonomy in the matter of investigations under the provisions of Delhi Special Police Establishment Act, 1946.

Allocation of Fuel

2722. PROF. P.J. KURIEN : Will the PRIME MINISTER be pleased to state :

(a) whether the Government of Kerala has asked for

additional allocation of fuel for various power projects in Kerala; and

(b) if so, details thereof and the allocation made, so far?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU): (a) and (b) According to the detailed guidelines issued by the Ministry of Power under the Liquid Fuel Policy for Power Projects, the State Governments are required to recommend liquid fuel linkage for power projects within the capacity (in MW) allocation to the respective States, to the Ministry of Power. On receipt of the recommendation of the Ministry of Power for fuel linkages for the power projects in Kerala within the capacity allocated to the State, fuel linkages will be given by the Ministry of Petroleum and Natural Gas. Proposals from Kerala have not been received in this Ministry so far.

Economic Package

2723. SHRI CHAMAN LAL GUPTA :
SHRI MADHAVRAO SCINDIA :
SHRI SATYAJITSINH DULIPSINH
GAEKWAD :

Will the PRIME MINISTER be pleased to state :

(a) whether in the course of his recent tour of Jammu areas, the Prime Minister announced an economic package for the State of Jammu and Kashmir;

(b) if so, the details thereof including the amount sanctioned, sector-wise; and

(c) the action taken thereon, so far?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : (a) to (c) Prime Minister, during his visit to Jammu & Kashmir on 13-14th February, 1997 announced following measures with a view to accelerate the process of development and normalisation in Jammu & Kashmir :-

- The increased outlay of State Annual Plan 1996-97 of Rs. 1250 crores.
- The State Government will be enabled to have a reasonable outlay in 9th Five Year Plan.
- The Annual Plan of 1997-98 would be further enhanced and necessary support will be provided for this purpose so as to ensure that the plan outlay fixed for each year is protected and funds are also made available for meeting the non-plan gap in resources.
- Central Government would provide additional assistance to restore infrastructure damaged due to militancy. Nearly Rs. 1500 crores

would be provided for the purpose of rural development and basic minimum services in the 9th Plan. The State Government would be authorised to debit restoration of damaged infrastructure to this amount.

- More towns in the State will be brought under Prime Minister Integrated Poverty Eradication Programme.
- Allocation of power from Central Projects would be increased from 600MW to 876MW to fully meet the power shortage in the State.
- Special funding mechanism including external assistance for implementation of projects like Protection and Development of Dal and other important lakes, masterplan for control of floods in the valley and action plan for improving the navigation and environmental aspects of Jhelum on the lines of Ganga Action Plan would be devised.
- Transportation of fertilisers in Jammu & Kashmir would be fully subsidised.

This is in addition to the other announcements of Prime Minister made in both Houses of Parliament on 23.07.1996 and 02.08.1996.

Follow-up action has been initiated for implementing the above mentioned announcements and the progress monitored regularly.

[Translation]

MRTS

2724. SHRI JAYSINH CHAUHAN : Will the PRIME MINISTER be pleased to state :

(a) whether the Government have accorded the permission to the long awaited Mass Rapid Transit System (MRTS) of National Capital Territory of Delhi;

(b) if so, the details thereof;

(c) the number of years likely to be taken in completion of this project and the amount likely to be incurred thereon; and

(d) the length of routes on which work is proposed to be commenced in the first phase of this project and the details of the main routes to be covered?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) Yes, Sir. The Government have accorded its investment approval to Delhi MRTS project on 17th September, 1996.

(b, to (d) The first phase of the proposed Delhi Mass Rapid Transit System covers a route length of 55.3 Kms. which includes surface/elevated rail system from Shahadra to Nangloi via Shastri Park, I.S.B.T., Pul

Bangash, Pratap Nagar, Rampura, Shakur Basti, Mangol Puri; Subzi Mandi to Holambi Kalan via Shakti Nagar, Azadpur, Naya Azadpur, Transport Nagar, Badli, Khera Kalan, Ambedkar Colony; and under ground rail from Central Secretariat to Vishwa Vidyalaya via Connaught Place, New/Old Delhi Railway Station, I.S.B.T. and Old Secretariat. The total estimated cost of the project is Rs. 4860 crores (at April, 96 prices). The project is proposed to be completed within nine years from 1.4.1996.

[English]

REC Aid to Maharashtra

2725. SHRI ANNASAHIB M.K. PATIL : Will the PRIME MINISTER be pleased to state :

(a) the projects financed by REC in Maharashtra and funds sought, released and actually utilised by the State during the last three years, year-wise and project-wise;

(b) whether non-release or delay in release of funds has affected implementation of these projects;

(c) if so, the action taken to ensure timely and adequate release of funds to the executing agency; and

(d) the number and names of projects cleared and under consideration for financial support?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (DR. S. VENUGOPALACHARI) : (a) Rural Electrification Corporation (REC) provides financial assistance to Maharashtra State Electricity Board for the intensive electrification of already electrified villages, energisation of pumpsets and improvements in the power systems of rural areas under various categories of projects. The Planning Commission allocates funds every year for rural electrification in accordance with the proposals of the States. The Planning Commission allocation and the amount disbursed by REC to Maharashtra State under its various categories of sanctioned schemes for the last three years is given hereunder :-

(Rs. in lakhs)

Year	Allocation	Amount disbursed by REC
1993-94	4650	5647
1994-95	6254	9299
1995-96	6330	9730

The amount disbursed by REC to Maharashtra State has been fully utilised.

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

(d) REC has allocated for Maharashtra in 1996-97, Rs. 6700 lakhs for the programmes of System Improvement, Pumpset Energisation and Load Intensification. These schemes are being sanctioned by

REC, in accordance with the requirements of MSEB and as approved by Planning Commission, so as to ensure full utilisation of the funds.

[Translation]

Employment Guarantee Scheme

2726. SHRI SIBU SOREN : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) whether the Government have introduced any employment Guarantee scheme for the betterment of the people living below the poverty line in rural areas;

(b) whether there is any instruction in this scheme to make payment to the beneficiaries only after they have done their fifty percent work;

(c) whether the beneficiaries are capable of completing their fifty percent work without any prior payment;

(d) if not, whether the Government propose to make advance payment to the beneficiaries against the quantum of work they have done; and

(e) if so, by when?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) Yes, Sir. The Government have introduced Employment Assurance Scheme for providing wage employment during lean agricultural season to the rural poor.

(b) No, Sir.

(c) No, Sir.

(d) No, Sir. There are instructions that the wages should be paid weekly, preferably on the local market day.

(e) Does not arise.

Drinking Water

2727. SHRI RAM KRIPAL YADAV : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) the percentage of rural population provided the facilities of drinking water and sanitation during 1985, 1990 and 1997;

(b) the steps taken by the Government to improve the sanitation facilities in rural areas; and

(c) the extent to which the non-Government organisations have been involved in rendering assistance in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) The percentage of rural population provided with the Water Supply and

sanitation facilities under Rural Water Supply Programme and Rural Sanitation Programme during the years 1985-86, 1989-90 and 1996-97 (upto January, 1997) is 3.11%, 4.28% and 2.62% respectively.

(b) The sanitation facilities in rural areas are being improved under the Centrally Sponsored Rural Sanitation Programme, the Minimum Needs Programme, Indira Awas Yojana, Externally aided projects etc. The emphasise is given on generation of felt need, people's participation, limiting the subsidy to 80% for persons below the poverty line for individual household latrines, setting up of production Centres, sanitary marts, developing model villages, exclusive sanitary complexes for women and provision of other sanitation facilities ultimately aiming an integrated approach to rural sanitation.

(c) Assistance is provided to Non-Government Organisations (NGAs) through the Council for Advancement of People Action and Rural Technology (CAPART) and Rashtriya Mahila Kosh.

Declining in Ground Water Level

2728. SHRI TILAK RAJ SINGH : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) whether the ground water level has been declining constantly in Plateau regions of Madhya Pradesh and due to which hand pumps set up in villages have become useless;

(b) if so, the action being taken by the Government to maintain drinking water system in such areas and to check the decline in ground water level;

(c) whether the Madhya Pradesh Government has sent any Ground Water Promotion Scheme to the Ministry of Rural Areas and Employment; and

(d) if so, the time by which the schemes are likely to be cleared/provided Central assistance on priority basis?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) Yes, Sir.

(b) The State of Madhya Pradesh had identified dark and grey areas of the State on the basis of percentage of over exploitation of ground water and depletion thereof. Water conservation and recharge schemes have accordingly been prepared and submitted to Government of India. The State Government has established Rajiv Gandhi Water Shed Mission to take water conservation, Soil conservation and recharge measures through scientific methods in drought prone areas of the State. Work has been initiated in 2000 villages of 440 mini water sheds of 340 blocks under Drought Prone Areas Programme.

(c) Yes, Sir. The State Government has submitted 9 schemes estimated to cost Rs. 3536.98 lakh.

(d) The State Government have been requested to revise the schemes, and the same, will be considered for clearance on their receipt.

[English]

Assam Gas Cracker Project

2729. SHRI SONTOSH MOHAN DEV : Will the PRIME MINISTER be pleased to state :

(a) whether urgent steps are being taken to dispose of all the pending issues to start the implementation of the gas cracker project before the onset of monsoons;

(b) if so, whether such a step would go a long way in increasing the favour of the people of Assam to the Government; and

(c) if so, by what time the final decision is likely to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU): (a) to (c) The required information is being collected and will be laid on the Table of the House.

Employment Schemes in Andhra Pradesh

2730. SHRI VENKATARAMI REDDY ANANTHA : Will the PRIME MINISTER be pleased to state :

(a) the names of ongoing employment schemes in the Urban Areas of Andhra Pradesh; and

(b) the total number of mandays created in the Urban Areas of the State till now?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) Two Centrally sponsored urban employment schemes, namely, Nehru Rozgar Yojana (NRY) and Prime Minister's Integrated Urban Poverty Eradication Programme (PMI UPEP), are being implemented in the country including Andhra Pradesh. Under NRY, the Schemes of Urban Micro Enterprises (SUME) and Scheme for Urban Wage Employment (SUWE) are being implemented in Andhra Pradesh for providing self employment and wage employment opportunities respectively to the urban poor living below poverty line. PMI UPEP has as one of its many components self employment through setting up of micro enterprises.

(b) Under NRY, 20.44 lakh of mandays of work was generated under SUWE till 28.02.97.

There is no specific wage-labour employment component in PMI UPEP.

[Translation]

Oil Refinery in Orissa

Setting up of a Thermal Power Project

2731. SHRI HARIVANSH SAHAI : Will the PRIME MINISTER be pleased to state :

(a) whether any survey was conducted in the past to set up a Thermal Power Plant at Ballia in Uttar Pradesh;

(b) if so, the details thereof;

(c) whether any request has been received by the Union Government from the State Government of Uttar Pradesh in this regard;

(d) if so, the action taken thereon; and

(e) the time by which the project is likely to be approved and commissioned?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (DR. S. VENUGOPALACHARI) : (a) to (e) A proposal of Uttar Pradesh State Electricity Board (UPSEB) to instal 3x250 MW Thermal Power Station at Balthera Road in Distt. Ballia was received in Central Electricity Authority (CEA) on 8.11.1992. After examining the proposal, it was observed that various inputs/clearances such as compliance of Sec. 29 of the Electricity (Supply) Act, 1948, coal linkage, water availability (Centre), environmental clearance (Centre & State), associated transmission clearance and civil aviation clearance were not tied-up. The water requirement for this project was proposed from river Ghagra. However, the Ministry of Water Resources had imposed restriction for drawal of water from river Ghagra during the lean period. In view of the fact that various inputs/clearances had not been tied-up, UPSEB were informed in February, 1994 that this scheme was not being pursued in CEA. Since then, no fresh proposal for this project has been received from UPSEB.

[English]

Joint Venture in Oil Sector

2732. SHRI SURESH KALMADI : Will the PRIME MINISTER be pleased to state :

(a) whether India and Qatar have set up a high-level group to examine proposals for Joint ventures/ investments in oil, gas and downstream projects in the two countries; and

(b) if so, the details thereof alongwith the names of the members of the group?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU): (a) Yes, Sir.

(b) The Joint Committee will identify and expedite projects of mutual interest. The Indian side will be headed by CMD, GAIL.

2733. SHRI ANCHAL DAS : Will the PRIME MINISTER be pleased to state :

(a) whether the Union Government have taken a decision to change the place of the proposed oil refinery in Orissa and also to change the pattern of collaboration;

(b) if so, the details thereof; and

(c) the participation of the Government, companies and foreign collaborators and when the proposed refinery is likely to commence its production?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU):

(a) and (b) Indian Oil Corporation has in principle approval to set up a 6 MMTPA joint venture refinery in the East Coast. During the feasibility study, the refinery was proposed to be located at Daitari. However, exact location of the refinery will be decided based on Detailed Feasibility Report.

(c) The project is proposed to be implemented as joint venture with Kuwait Petroleum Corporation (KPC), with equity participation of 26% each. The implementation of the project is expected to take approximately 46 months for mechanical completion from the date of Government approval.

Rural Sanitation Programme

2734. SHRI K. PRADHANI : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) whether the Government are aware of the absence of sanitation facility in backward states like Orissa, Madhya Pradesh and Bihar;

(b) if so, the steps taken to ensure sanitation facilities in the rural areas of these States;

(c) the details of Rural Sanitation Programme being launched in these States; and

(d) the allocation of funds to these States during the Eighth Plan under Rural Sanitation Programme, State-wise and year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) Yes, Sir.

(b) A Centrally Sponsored Rural Sanitation Programme is under implementation to augment the efforts of the State Governments to provide sanitation facilities in the States/UTs.

(c) and (d) The information is given in the attached statement.

Statement

Allocation of Funds and Physical Progress Under CRSP to Bihar, Madhya Pradesh and Orissa During III Plan period is as under :

State	Yearwise allocation of CRSP funds				
	1992-93	1993-94	1994-95	1995-96	1996-97 (upto 12/96)
Bihar	186.63	279.79	560.00	589.00	603.00
M.P.	122.85	184.16	368.00	388.00	401.00
Orissa	73.622	110.54	221.00	233.00	241.00

	No. of Sanitary Latrines Constructed				
	1992-93	1993-94	1994-95	1995-96	1996-97 (upto 12/96)
Bihar	Nil	4322	372	Nil	172
M.P.	69	18021	36160	48352	6827
Orissa	1892	567	3142	37296	1422

Public Grievances

2735. SHRI AJAY CHAKRABORTY : Will the PRIME MINISTER be pleased to state :

(a) whether the pensioners who retires from various departments of Government of Uttar Pradesh, have not been getting a fair deal in the matter of quick sanctioning of their pension;

(b) whether some directions were issued by Central Government in some cases have also been ignored by the authorities there;

(c) whether grievances relating to pension of those who retired from the strength of Directorate of Industries, Uttar Pradesh have been pending unresolved despite repeated appeals;

(d) whether the Government would extend some time-frame for resolving pensioners' dispute quickly to Government of Uttar Pradesh as per the extant rules; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : (a) to (e) Under the provisions of the Constitution, State Pensions are the concern of the respective State Governments. some of the measures adopted by the Government of Uttar Pradesh for the disposal of the pension cases of their employees are as under :

(i) The State Government have delegated the powers of sanctioning pension to the

Financial Controllers of various Government departments of the State.

(ii) The State Government have issued a notification as Uttar Pradesh Pension cases (Submission, Disposal and Avoidance of delay) Rules, 1995. Under this Rule, a time schedule has been fixed for the disposal of pension cases of retired/deceased Government servants. In the case of deceased employees pension papers are to be obtained after one month. Payment orders of pension/gratuity/commutation of pension will be handed over to the pensioner on the eve of his retirement.

(iii) The State Government have constituted 'Pension Adalat' for immediate disposal of pension cases and redressal of their grievances.

(c) According to the information received last year from the Government of Uttar Pradesh, a number of 33 cases of retired employees of the Department of Industries of Uttar Pradesh had been pending settlement for various reasons as per details given below :-

(i) 10 cases related to officials who retired in the past two months;

(ii) 7 cases due to pending court cases; and

(iii) Remaining 16 cases were pending because of overpayment, pending departmental proceedings, verification of services and non-receipt of completed pension papers. The concerned officers were instructed by the State Government to expedite the disposal of pending cases.

Self Financing Scheme

2736. SHRI RAMSAGAR : Will the PRIME MINISTER be pleased to state :

- (a) whether the Delhi Development Authority had announced its Ninth Self Financing Scheme, 1996;
- (b) if so, the details thereof;
- (c) the reasons for including the built/incomplete flats in the scheme when under the SFS, the flats are constructed with the money subscribed by the registrants;
- (d) whether the fully/incomplete flats were sent for allotment to the Housing Department;
- (e) if so, the dates on which and the reasons for which these flats were not allotted to the registrants for whom they were actually constructed;
- (f) the year in which these flats were constructed and the years in which these flats were actually allotted and possession given; and
- (g) the reasons for charging the price of the flats that were prevailing at the time of their construction and not at the price prevailing in the year of construction and handing over to Housing Department for allotment?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) Yes, Sir.

(b) The Delhi Development Authority has reported that the 9th Self Financing Scheme, 1996, was announced for the allotment of about 6000 flats to the general public and the registrants of SFS-6th-B. The Scheme remained open from 8.8.96 to 29.9.96. The flats under this Scheme are mainly located in Dwarka, Rohini, Vasant Kunj, Kondli Gharoli, Shalimar Bagh etc. Out of the 8000 flats, about 1900 flats are ready built flats and the remaining flats are in various stages of construction. The tentative price of the Category-II flats under this Scheme is in the range of Rs. 5.50 lakhs to Rs. 10.95 lakhs and that of Category-III flats is in the range of Rs. 7.97 lakhs to Rs. 14.01 lakhs.

(c) to (f) Construction work in respect of most of the flats included in the 9th Self Financing Scheme, which are fully built up or at different stages of construction, had started during the year 1991-92. These flats have become available on account of surrender/cancellation of allotments for non-payment within the stipulated period. Some of these flats were offered to the registrants of earlier Self Financing Schemes during the last 2-3 years.

(g) The cost of a flat is charged at the rates prevailing on the date of issue of the demand letter. The current cost is worked out after adding the element of interest, maintenance charges and current land premium to the old cost of construction etc. in respect of left out flats remaining unallotted.

Allocation of Power to A.P.

2737. SHRI R. SAMBASIVA RAO : Will the PRIME MINISTER be pleased to state :

- (a) whether the National Thermal Power Corporation has agreed to make additional supply of 150 MW to Andhra Pradesh;
- (b) if so, the details thereof;
- (c) the sources from which the additional power is to be supplied to the State; and
- (d) the extent to which the power shortage in Andhra Pradesh is to be solved after supply of additional power by NTPC?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (DR. S. VENUGOPALACHARI) : (a) Yes, Sir.

(b) and (c) Government of India has allocated 150 MW power out of the 15% unallocated central share from three stations of NTPC of the Eastern Region to APSEB as under :

- (i) 50% of unallocated share from Talcher STPS subject to a maximum of 75 MW;
- (ii) 30% of unallocated share from Kahalgaon STPS subject to a maximum of 45 MW;
- (iii) 20% of unallocated share from Farakka STPS subject to a maximum of 30 MW;

NTPC has started supplying this power to APSEB w.e.f. 20.2.1997.

(d) During the month of January, 1997, Andhra Pradesh was on an average having an energy shortage of about 15 MU/day. The additional supply of power by NTPC to Andhra Pradesh would provide, on an average 3.5 MU/day of electricity.

Allocation to Indra Awas Yojana

2738. SHRI MULLAPPALLY RAMACHANDRAN : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

- (a) the allocation made during 1996-97 under the Indra Awas Yojana for construction of houses for people below the poverty line;
- (b) the target fixed for 1996-97 for number of houses to be constructed under this scheme, State-wise;
- (c) whether Government of Kerala has recommended revision of per unit cost fixed by the Centre; and
- (d) if so, the details of rate fixed, rate now recommended and response of the Government?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) Rs. 1140 crores

have been allocated so far to different States/UTs in 1996-97 under Indira Awas Yojana.

(b) The State-wise target fixed for 1996-97 under Indira Awas Yojana is given in the attached Statement.

(c) and (d) Government of India revised the upper permissible limit for construction assistance under Indira Awas Yojana to Rs. 20,000 for plain areas and Rs. 22,000 for hill with effect from 1.8.1996 difficult areas. A letter was received from Government of Kerala dated 1.11.96 indicating that they are treating the entire state as difficult area and asked for additional funds to meet the predetermined targets.

Statement

Target of Houses to be constructed under IAY during 1996-97

State/UT	Target
1	2
Andhra Pradesh	84640
Arunachal Pradesh	631
Assam	29197
Bihar	151453
Goa	1736
Gujarat	33633
Haryana	6983
Himachal Pradesh	2165
Jammu and Kashmir	5347
Karnataka	53181
Kerala	18554
Madhya Pradesh	147902
Maharashtra	81120
Manipur	808
Meghalaya	946
Mizoram	398
Nagaland	1014
Orissa	62248
Punjab	4966
Rajasthan	50325
Sikkim	369
Tamil Nadu	71598
Tripura	1051
Uttar Pradesh	241251
West Bengal	70979
A and N Islands	337
D and N Haveli	278

1	2
Daman and Diu	120
Lakshadweep	0
Pondicherry	330
Total	1123560

Electronics Trade and Technology Development Corporation

2739. SHRI SANAT KUMAR MANDAL : Will the PRIME MINISTER be pleased to state :

(a) whether the Government are aware that some employees including ladies of M/s. Electronics Trade and Technology Development Corporation (ET and T), Calcutta are being subjected to considerable harassment even after having put in about ten years of service they are not confirmed;

(b) the above Corporation is violating the Minimum Wages Act, Provident Fund Act, Bonus Act, Industrial Disputes Act and even Leave Rules;

(c) if so, the reasons therefor;

(d) the number of lady employees removed from service after payment of compensation in 1992 and the reasons therefor; and

(e) the number of employees obtained injunction order from the Calcutta High Court and the follow-up action taken thereof by ET and T?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION AND MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI YOGINDER K. ALAGH) : (a) No, Sir.

(b) No, Sir.

(c) Does not arise.

(d) None.

(e) No employee under direct employment of Regional Office of ET and T at Calcutta has obtained injunction order from the Calcutta High Court.

Power Purchase Agreement by APSEB

2740. DR. T. SUBBARAMI REDDY : Will the PRIME MINISTER be pleased to state :

(a) whether eight short gestation private power projects in Karnataka have been shut down by the concerned independent power producers;

(b) if so, the reasons thereof; and

(c) the total power to be generated and amount involved in these projects?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (DR. S. VENUGOPALACHARI) : (a) to (c) Information is being collected and will be laid on the Table of the House.

Oil Fields

2741. SHRI SUSHIL CHANDRA : Will the PRIME MINISTER be pleased to state :

(a) whether there was three fires in the oil fields and foreign experts were employed to extinguish the fires;

(b) the number of foreign experts obtained for each of the fire;

(c) the expenditure incurred on paying these experts in each fire;

(d) whether India propose to develop its own capability to extinguish such fires; and

(e) the steps taken so far in that direction?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU): (a) In the last three years there were three incidents of fire in the wells of ONGC, viz., Pasarlapudi and Mandapeta in Andhra Pradesh and Well No. BRBE in Assam. One well of Oil India Limited also caught fire in Kathaloni, Assam. Foreign experts were called to provide assistance to extinguish the fire in two wells of ONGC in Andhra Pradesh and one well of OIL in Assam.

(b) and (c) The particulars are given below :

Location	No. of Experts called	Expenditure
(i) Pasarlapudi (ONGC)	13	Rs. 274.10 lakhs
(ii) Mandapeta (ONGC) (prov.)	3	Rs. 67.50 Lakhs
(iii) Kathaloni (OIL)	2	US\$ 84,000/-

(d) and (e) Efforts have been made by ONGC to organise "Crisis Management Teams" with its available infrastructure and manpower in all the regions. Oil India Limited has its own Fire Service Department at its field Headquarters in Duliajan, which is equipped with necessary firefighting equipment required for normal fires in the oil fields. However, the services of world renowned experts are requisitioned as and when necessary since control of blow out/fire in oil wells is a highly specialised job.

Payment Scheme

2742. SHRI SULTAN SALAHUDDIN OWAISI :
SHRI S.K. KARVENDHAN :

Will the PRIME MINISTER be pleased to state :

(a) the number of works going on in type I and II

Government quarters in Kidwai Nagar, R.K. Puram and Panchkuain Road under the 10% payment scheme during the current financial year;

(b) the number of allottees opted for this scheme in Type I, Kidwai Nagar for breaking chimneys and providing shelf in the Kitchen;

(c) the number of allottees who opted for this but still waiting to get the work done;

(d) the reasons for delay and the time by which the work in all the quarters who opted for this will be completed;

(e) whether any complaints have been received in this regard; and

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

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) The types of works in progress in Government quarters Type I and II in Kidwai Nagar, R.K. Puram and Panchkuia Road under the 10% payment scheme during the current financial year are given in the Statement attached.

(b) 52 allottees opted for breaking of chimneys and 65 allottees opted for providing gas slab in kitchen.

(c) All the work mentioned in (b) above have been completed excepting the work of gas slab which is in progress in 15 Type I quarters.

(d) The pending work as mentioned in (c) above will be completed during 1997-98 depending upon the availability of funds.

(e) No, Sir.

(f) Does not arise.

Statement

List of Works/Item Going on

1. Providing Iron Gate.
2. Providing Sink.
3. Providing Wash Basin.
4. Providing Looking Mirror.
5. Providing Glass Shelf.
6. Providing Towel Rail.
7. Providing Kota Stone slab and Breaking Chimney.
8. Providing Glazed Tiles.
9. Providing Barbed Wire Fencing.
10. Covering of front/back varandah.
11. Providing Loft Tank.

Transfer of Quarters

2743. SHRI DILEEP SANGHANI : Will the PRIME MINISTER be pleased to state :

(a) the policy laid down for transferring NDMC quarters to MCD, pertaining to MCD area;

(b) the number of quarters transferred to MCD under this policy and the number still remain to be transferred to MCD, till date;

(c) whether a number of quarters which have not been transferred are lying vacant;

(d) if so, the details thereof, location-wise, including the action proposed to be taken against those found responsible for not transferring the quarters to MCD; and

(e) the time by which the Quarters are likely to be made available?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) The New Delhi Municipal Council has reported that after the formation of Delhi Municipal Corporation, it was mutually agreed that NDMC staff quarters which are situated in the jurisdiction of MCD, shall be handed over to MCD on vacation by the incumbents.

(b) A total number of 72 quarters have been listed for transfer from NDMC and MCD. 35 quarters still remain to be transferred to MCD.

(c) to (e) Only two quarters are vacant and these are located at the Pumping Station Lodhi Colony and Vth Avenue, Mehar Chand Market. For the transfer of one of these quarters, NDMC is already seized of the matter. The transfer of the second quarter will be taken up on receipt of request from MCD.

Government Residential Accommodation

2744. SHRI MUKHTAR ANIS : Will the PRIME MINISTER be pleased to state :

(a) whether a Government residential accommodation has been recently made available to the Wadheras, a private family;

(b) if so, the reasons for the allotment;

(c) the terms and conditions, the type and the rent of the accommodation;

(d) whether the accommodation has been renovated and furnished at Government expense; and

(e) if so, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) to (c) Bungalow No. 35, Lodi Estate, a Type-VI accommodation

has been allotted to Mrs. Priyanka Gandhi Vadhera for a period of one year on security considerations on payment of market rate of licence fee @ Rs. 19,900/- p.m.

(d) and (e) Some repair works have been undertaken by the CPWD in the bungalow. Besides, the SPG has also requested for carrying out other security related works

Drainage System in Port Blair

2745. SHRI VIJAY HARISHCHANDRA PATEL : Will the PRIME MINISTER be pleased to state :

(a) whether the existing drainage system in Port Blair is pathetic;

(b) if so, the reasons therefor; and

(c) the steps taken/proposed to be taken to improve the drainage facilities there?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) No Sir.

(b) Does not arise.

(c) The Andaman and Nicobar Administration has reported that under the Urban Development sector, there is a scheme for the construction of drains for the effective discharge of storm water. Under this scheme, works are under taken on the basis of the recommendations of the Municipal Council where-ever considered necessary.

Substitute for Oil and Natural Gas

2746. SHRI GORDHANBHAI JAVIA :

SHRI B.L. SHANKAR :

PROF. P.J. KURIEN :

Will the PRIME MINISTER be pleased to state :

(a) the substitute available for the oil and natural gas in the country;

(b) whether there is any plan to make a supreme energy body to coordinate overall energy strategy in the country; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) : (a) Studies conducted by Indian Institute of Petroleum and Indian Oil Corporation (R & D) Centre have revealed that substitution of petrol to a limited extent is possible by using petrol blends containing upto 3% methanol or 5% ethanol without any modification in the

motor engine design. Substitution of diesel upto 15-20% was also found to be feasible under dual fuel mode with slight modification of engine.

(b) and (c) No, Sir. However, Planning Commission has set up an Energy Policy Committee to assess sectoral energy demands and to recommend an Energy Policy for the next 15-20 years.

[Translation]

Drinking Water Schemes

2747. SHRI JAI PRAKASH AGARWAL : Will the PRIME MINISTER be pleased to state :

(a) whether the Government of Delhi has submitted any schemes to the Central Water Commission for its approval in regard to the supply of drinking water in Delhi during the last three years;

(b) if so, the details thereof;

(c) whether these schemes have been cleared and if so, the details thereof and the number of schemes still pending for consideration at present;

(d) whether the Government are making efforts to seek financial assistance from the World Bank for such schemes;

(e) if so, the details thereof;

(f) if not, the sources through which funds are proposed to be made available for the schemes; and

(g) by when the pending schemes are likely to be cleared?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) No, Sir. This Ministry is not aware whether any such scheme is submitted by Government of Delhi directly to CWC which is not under this Ministry.

(b) to (g) Do not arise.

Use of Beef

2748. SHRI S.P. JAISWAL : Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state :

(a) whether the Papsi sauce and chewinggum contain beef as an ingredient; and

(b) if so, the steps taken by the Government to check it?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI DILIP KUMAR RAY) : (a) and (b) Addition of Beef is not permissible under the Indian Food Laws for any food product including sauce and chewinggum.

[English]

Nuclear Fuel Complex

2749. SHRI MADHAVRAO SCINDIA :
SHRI SATYAJITSINH DULIPSINH
GAEKWAD :

Will the PRIME MINISTER be pleased to state :

(a) whether Prime Minister had inaugurated a Nuclear Fuel Complex at Hyderabad on January 28, 1997;

(b) if so, the details of production capacity, its cost and other features of the complex; and

(c) the manner in which this complex is likely to help the Nuclear Power Plants in the country?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION AND MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI YOGINDER K. ALAGH) : (a) and (b) The Prime Minister inaugurated the New Uranium Fuel Assembly Plant (NUFAP) at Hyderabad on January 28, 1997. Nuclear Fuel Complex, Hyderabad had undertaken the setting up of the three new plants, details of which are as follows :

S. No.	Name of the Plant	Capacity	Estimated cost (Rs. in crores)
1.	New Uranium Fuel Assembly Plant (NUFAP)	300 TPY*	44.00
2.	New Uranium Oxide Fuel Plant (NUOFP)	335 TPY*	96.00
3.	New Zircaloy Fabrication Plant (NZFP)	59 TPY*	75.00

*Tonnes per year

Out of the three plants, NUFAP has been completed while the other two plants are nearing completion. The present production capacity of the Nuclear Fuel Complex is around 300 MT per annum. The capacity will be doubled after all the three new plants become operational.

(c) The present production capacity of the existing Nuclear Fuel Complex is sufficient for the present requirement of the Nuclear Power Programme. The production capacity after commissioning of the new plants shall be sufficient to cater to a nuclear power capacity of 3750 MW, thus taking care of the requirement for the next 10 years or so.

[Translation]

Establishment of Industries by Panchayati Raj

2750. SHRI SATYA DEO SINGH : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) whether the Department of Panchayati Raj has established industries in the rural areas of Uttar Pradesh so as to strengthen the economy and to overcome the unemployment;

(b) if so, the details thereof; and

(c) the number of persons likely to get employment from such industries?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) to (c) Panchayati Raj being State subject the details in regard to establishing industries in rural areas and number of persons likely to get employment from such industries in the State of Uttar Pradesh are not maintained by this Ministry.

[English]

Efficiency Unit

2751. SHRI SARAT PATTANAYAK :
SHRI CHITTA BASU :

Will the PRIME MINISTER be pleased to state :

(a) whether the Government have set up an efficiency unit for priority areas; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIAN) : (a) and (b) An Efficiency Unit has been constituted w.e.f. 7.2.97 as a part of the Cabinet Secretariat in order to undertake result-oriented studies on priority areas like the re-organisation of Central Government and its agencies, privatisation and contracting-out of services, inter-departmental coordination, greater departmental autonomy, performance contracts and flexible staffing, required amendments to relevant laws and procedures and follow up actions on the recommendations of various Expert Groups. This is in pursuance of the thrust of the Government for effective and responsive administration. The Unit is located in the Department of Administrative Reforms and Public Grievances.

2. It has been decided that the Policy Division of the Department of Administrative Reforms and Public Grievances consisting of a Deputy Secretary, an Under

Secretary and supporting staff would service the Efficiency Unit, which will be placed under the Additional Secretary, Department of Administrative Reforms and Public Grievances for day-to-day supervision.

[Translation]

Power Sub-Stations at Azamgarh

2752. DR. BALIRAM : Will the PRIME MINISTER be pleased to state :

(a) whether many power sub-stations at Azamgarh in Uttar Pradesh are not functioning;

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

(c) the steps taken/proposed to be taken by the Government to make these operational?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (DR. S. VENUGOPALACHARI) : (a) As per information given by Uttar Pradesh State Electricity Board, the Power Sub-station Azamgarh district are working. However, some Sub-stations are old and overloaded due to which sometimes power supply is affected.

(b) The supply to consumers of Azamgarh Tehsil is being made through 2x20 MVA 132/33 KV Sub-station, Azamgarh and 8 Nos. other 33/11 KV Sub-stations out of which the Transformers (10+5 MVA, 33/11 KV) at 132 Sub-station, Azamgarh and 5 other places are overloaded.

The switchgears at old 33/11 KV Sub-station also frequently breaks-down due to which power supply is affected.

(c) Two nos. new 33/11 KV, 5 MVA Sub-stations i.e. at Zagarpur and Bhanwarnath are proposed for construction so as to reduce the over-loading at the existing Sub-stations. The UPSEB has informed that subject to availability of funds the work will be included in the programme for 1997-98.

Use of Official Language

2753. SHRI JAGDAMBI PRASAD YADAV : Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state :

(a) whether his Ministry propose to implement the national language Hindi, as an official language;

(b) whether the Chairman and Members of the Official Language Implementation Committee, who are entrusted with the task of implementation of Hindi at all levels in his Ministry, do not use Hindi in their official work;

(c) if so, the manner in which the use of official language Hindi will be encouraged; and

(d) the reasons for allowing use of English in his Ministry and the time upto which this system will continue?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI DILIP KUMAR RAY) : (a) Yes Sir.

(b) Efforts are made to use Hindi in official work as per the guidelines on the subject, as far as possible.

(c) and (d) Department of Official Language Ministry of Home Affairs issues instructions on the use of Hindi and prepares various programmes, plans and schemes like incentive schemes for original noting/drafting in official work, grant of incentive allowance to Stenographers and Typists for doing their official work in Hindi in addition to English, incentives for writing original books in Hindi etc. for propagation of Hindi in various Ministries/Departments. These programmes, plans and schemes are being implemented by this Ministry to the extent possible.

Jawahar Rozgar Yojana

2754. SHRI D.P. YADAV : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) the length of roads in kilometres constructed in the rural areas of Sambhal district in Uttar Pradesh under the Jawahar Rozgar Yojana during 1996-97; and

(b) the amount spent out of the sanctioned amount and the reasons for not spending the remaining funds?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) and (b) There is no district called Sambhal in Uttar Pradesh. Sambhal is a block of Moradabad district. Under Jawahar Rozgar Yojana (JRY) block-wise information is not maintained at the Central level.

[English]

Fire at Jhansi Oil Depot

2755. SHRIMATI GEETA MUKHERJEE : Will the PRIME MINISTER be pleased to refer to the reply given to Unstarred Question No. 3946 dated December 18, 1996 and state :

(a) the details of the report of High Level Committee set up to go into causes of fire in Jhansi Oil Depot of Indian Oil Corporation Ltd.;

(b) the action taken against erring Indian Oil Corporation officials; and

(c) the compensation given to the dependents of the employees who died in the incident?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU):

(a) The main finding of the High Level Committee set up by the Indian Oil Corporation Ltd. to go into the causes of the fire in the Jhansi Depot on 19-11-1996 is that most probably the cause of the fire could be either static charge accumulation due to loose earthing connection or a spark from a defective spark arrestor of a tank truck entering MS vapours that were being displaced from the truck under filling on Bay No. 2 at the Depot.

(b) The Depot Manager Incharge of Jhansi Depot at the time of the incident has been placed under suspension and a supervisory workman has also been placed under suspension and chargesheeted.

(c) The IOC has paid the following compensation to the families of the fire victims :

(i) Rs. 2,37,900 was paid in the case of one of the deceased IOC employees and Rs. 2,10,180 was paid to the other deceased employee.

(ii) Rs. 50,000 each was paid to the eight deceased persons other than the IOC employees.

(iii) Rs. 10,000 each was paid to two injured persons. IOC also organised the movement of 3 serious burn cases from local hospitals to hospitals in Delhi and paid for the treatment.

J.R.Y.

2756. SHRI SANDIPAN THORAT : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) the amount allocated and actually utilised under JRY for Maharashtra during the last three years and achievements reported thereon;

(b) the details of funds allocated for the current year and target fixed for the purpose;

(c) whether review of performance/implementation of JRY was undertaken recently and deficiencies noticed and action taken for removal of the same;

(d) if so, the details thereof; and

(e) the major cases of financial irregularities/manipulations and frauds noticed in implementation and action taken against the defaulting officials?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) The amount allocated and actually utilized under Jawahar Rozgar

Yojana (JRY) for Maharashtra during the last three years and achievement reported are as detailed below :

Year	Allocation (Centre+ State)	(Rs. in Lakhs) Utilisation	(Lakh Man days) Achievement (No. of man days generated)
1993-94*	37056.78	27015.01	1188.50
1994-95*	39760.19	36760.33	1100.73
1995-96*	41658.79	39801.56	1014.47

*Including IAY and MWS.

(b) An Amount of Rs. 18937.55 lakhs (including State share) have been allocated to Maharashtra State during 1996-97 and a target of 469.32 lakh man days have been fixed under JRY.

(c) and (d) JRY was reviewed and the programme was streamlined and restructured from 1.1.1996. The sub-schemes of JRY i.e. IAY and MWS were made independent schemes. Intensified JRY was discontinued and merged with the EAS

(e) No major cases of financial irregularities/manipulations and frauds have been reported to this Ministry. As and when any complaint is received, the same is referred to the State Government for taking necessary remedial action.

Allotment of Land

2757. KUNWAR SARVARAJ SINGH : Will the PRIME MINISTER be pleased to state :

(a) the allotment of land made so far for the memorials of the political leaders including ex-Prime Ministers; and

(b) the area covered in each case and the estimated cost of the land and structures involved?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) and (b) Land for memorials of Political Leaders has been made available either free or on token recovery of licence fee of Re. 1/-. A statement indicating the extent of land, estimated cost of structures is enclosed.

Statement

The memorials of late leaders are located in some of Government bungalows. In some cases land has been allotted/utilised for setting up of their memorials. The area allotted/utilised/covered in each case and the estimated cost of structures involved is as follows :

S.No	Name of the Samadhis	Area covered (in Acres)	Cost of Structure (Rs. in crores)
1	2	3	4
1.	Raj Ghat Samadhi Committee	59.00	01.20
2.	Gandhi Smarak Nidhi	06.199	-
3.	Gandhi Darsan Samiti	36.92	-
4.	Kisan Ghat	19.00	01.02
5.	Vir Bhumi	15.00	06.70
6.	Shanti Vana	60.00	04.80
7.	Vijay Ghat	40.00	02.20
8.	Giani Jail Singh Samadhi	05.13	00.01
9.	Samta Sthala	12.00	00.36
10.	Mazar of Late Shri Fakhruddin Ali Ahmed	00.346	00.045
11.	Rajiv Gandhi Ninaivagam at Sriperumpudur	12.19	Phase-I 21.15 being met by M/o UA and E. Phase-II 17.50 to be funded by M/o Human Resource.
12.	Abhay Ghat samadi of Hon'ble late PM Sh. Morarji Desai		7450 Sq.Mtrs. at Sabarmati Ashram, Ahmedabad
13.	Mazar of Zakir Hussain		1330 Sq. Mtrs.

1	2	3	4
14.	Mazar of Abdul Kalam Azad		2946.125 Sq. Mtrs.
15.	Sanjay Gandhi Memorial Samiti	02.528	
In addition the memorials of late leaders are located in some of the Government bungalows earlier occupied by these leaders.			
1.	Teen Murthy House	07.758 Sq. Mtrs. dedicate in the name of late Sh. Jawahar Lal Nehru.	
2.	1 Safdarjung Road 1 Akbar Road	689.87 Sq. Mtrs. and 702.88 Sq. Mtrs. dedicated in the name of Smt. Indira Gandhi.	

All Samadis/memorials/Mazar except Rajghat are being maintained directly by the CPWD and the expenditure thereon incurred from the CPWD budget.

Similar is the case of Tis January Memorial which is owned by a private party but memorial therein the name of Father of Nation is being maintained by the CPWD.

ONGC

2758. SHRI ISWAR PRASANNA HAZARIKA : Will the PRIME MINISTER be pleased to state :

(a) the main objective, role and functions of GAIL in relation to ONGCL:

(b) whether GAIL recovers only the transportation charges or the total sale proceeds of gas supplies including transportation charges from the consumers;

(c) whether there are cases where GAIL is demanding additional charges to be paid for ONGCL supplies where transportation is done by other agencies like Assam Gas Company Ltd;

(d) whether GAIL has been given powers to decide on quantum of supplies to Power, Fertiliser, Steel and other consumer groups; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU):

(a) GAIL is marketing the gas produced by ONGC.

(b) GAIL recovers the total sale proceeds including transportation charges from the consumers.

(c) Nominal service charges are being levied for services rendered by GAIL.

(d) and (e) Supplies to consumers are made in accordance with the allocations made by the Government.

[Translation]

Adulteration of Kerosene

2759. SHRI RAJESH RANJAN ALIAS PAPPU YADAV :

SHRI GEORGE FERNANDES :

SHRI ANNASAHIB M.K. PATIL :

SHRI RAJENDRA AGNIHOTRI :

Will the PRIME MINISTER be pleased to state :

(a) whether the Indian Oil Corporation had commissioned an inquiry into the quantum of kerosene diverted for adulteration purposes;

(b) if so, whether the agency has since submitted its report;

(c) if so, the findings of this agency;

(d) whether the Government are aware that in Maharashtra alone, 40 lakh kilo-liters of kerosene is diverted for adulteration purposes;

(e) if so, whether the Government are aware that the estimated loss to Central and State Government from the State of Maharashtra alone is over Rs. 300 crore per year as a result of this diversion; and

(f) the steps taken by the Government to check this diversion of kerosene for adulteration?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU):

(a) to (c) The Indian Oil Corporation Ltd. on behalf of the Oil Marketing Companies had engaged the services of M/s. Tata Economic Consultancy Services (TECS) for carrying out a study on the existing distribution system and diversion of kerosene. The report of TECS was submitted in March, 1995. According to the report, approximately, 25% of PDS kerosene gets diverted for unauthorised uses such as adulteration with MS/HSD, industrial uses (printing/textile units, workshops etc.) use by commercial units like restaurants and black marketing to households, basically on account of heavy price differential between P.D.S. kerosene and MS/HSD, on account of heavy subsidy on kerosene.

(d) and (e) No, Sir

(f) In order to check diversion of kerosene for adulteration of MS/HSD, steps such as density checks, furfural doping of kerosene, blue-dyeing of kerosene, regular/surprise inspections of retail outlets/SKO dealerships by field officers of the oil companies, Joint Industry Teams, Mobile Laboratories and officers of the State Government enforcement agencies, are taken.

Action is taken against the erring dealers under the Marketing Discipline Guidelines. Action is also taken by the State Government Enforcement Agencies under the Essential Commodities Act and the MS/HSD Control Order.

Village Without Roads

2760. SHRI KASHI RAM RANA : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) whether the villages having more than 1000 population are still not connected with the nearest all weather roads in the country;

(b) the percentage of the villages having more than one thousand population connected with the nearest all weather roads by the end of February, 1997.

(c) whether the Government have formulated any time-bound scheme to connect certain villages with the nearest all weather roads; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) and (b) Under the Minimum Needs Programme, 85.7% of villages with population of 1000 and above are estimated to have been connected upto March, 1996.

(c) and (d) The Eighth Plan (1992-97) envisaged linking of all villages with population of 1000 and above by all weather roads by the end of the Plan.

[English]

Seniority List in Group 'A' Services

2761. SHRI SANTOSH KUMAR GANGWAR : Will the PRIME MINISTER be pleased to state :

(a) whether recruitment to many Group-A organised services is being through Civil Services Examination conducted by UPSC and their seniority is maintained throughout their service;

(b) if not, the reasons therefor; and

(c) the guidelines proposed to be set up to maintain the seniority among Group-A organised services?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : (a) to (c) At present recruitment to specified Group 'A' Organised Services is being done through Civil Services Examination conducted by UPSC. Depending upon their position in the merit list and the option exercised by them, selected candidates are allocated to various Group 'A' Organised Services. However, seniority of the candidates selected is not always maintained through out their service as per the merit position at the time of initial recruitment. This is because the service rules of various organised services contain a provision relating to maintenance of the seniority of officers belonging to that service. Normally, such provision is to determine their seniority in accordance with the general instructions on the subject issued by the Department of Personnel and Training (DOPT). According to the general instructions issued by DOPT, seniority of a direct recruit to a post is determined by the order or merit indicated at the time of his initial appointment and his seniority is re-fixed on promotion in the order in which he is recommended for such promotion by Departmental Promotion Committee. Seniority of an officer allocated to a particular Group 'A' service is determined in a particular post with reference to other officers holding the same post in the same service and it is neither necessary nor possible to maintain his seniority with reference to officers in various other services as per their merit position in the Civil Services Examination at the time of their initial recruitment as promotional avenues are available within each organised service and officers of each organised service are governed by the service rules applicable to the organised service to which they belong.

Illegal Occupants of Government Accommodation

2762. SHRI NITISH BHARADWAJ : Will the PRIME MINISTER be pleased to state :

(a) whether a large number of bungalows and quarters belonging to the Directorate of Estates are under illegal occupation at Jawahar Lal Nehru Marg, Tagore Road, Ahilyabai Road, Thompson Road, Minto Road, Mirdard Road, Mata Sundari Road, Mata Sundari Lane, Kotla Road and some more adjoining roads in the Minto Road area;

(b) if so, the details thereof;

(c) whether these bungalows and quarters are in such illegal occupation for the last ten years;

(d) if so, whether workshops, shops, garages and the like have been started at these premises;

(e) if so, the time by which these premises will be got vacated;

(f) if not, the reasons therefor; and

(g) the quantum of loss of rent suffered by the Government so far due to these illegal occupation?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) to (f) Directorate of Estates is not aware of its bungalows and quarters at Jawahar Lal Nehru Marg, Tagore Road, Ahilyabai Road, Thompson Road, Minto Road, Mirdard Road, Mata Sundri Road, Mata Sundri Lane, Kotla Road remaining under illegal occupation. Whenever any such report is received, action is taken as per the allotment rules. However, a number of quarters in these areas have been handed over to the DDA for temporary transitional rehabilitation of eligible Turkman Gate evictees.

(g) Does not arise.

Linkages between TRYSEM and IRDP

2763. SHRIMATI VASUNDHARA RAJE : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) whether the linkages between TRYSEM and Integrated Rural Development Programme (IRDP) have not been established in every State;

(b) if so, the reasons therefor;

(c) whether the Government propose to link TRYSEM with Corporate Sector and markets in Ninth Five Year Plan;

(d) if so, the guidelines issued to the State Governments in the matter; and

(e) the details of the programme of the Government in that regard?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) and (b) As per programme guidelines every willing TRYSEM beneficiary should get assistance under IRDP. At the instance of this Ministry, a 'Quick Evaluation of TRYSEM (June-August, 1993) was carried out by reputed independent research institutions to assess the efficacy of the TRYSEM programme. This Evaluation survey revealed that of the total number of beneficiaries who were imparted training under TRYSEM, roughly 47.19% were unemployed after the training. It was also found that 53.57% of the trained youth did not apply for loan under IRDP and of the remaining youth about 50% were given assistance under IRDP. Keeping in view this, Government of India has decided that now it should be made incumbent on the part of the DRDAs and the training institutions to complete all the required formalities for sanction of IRDP loans before the

completion of the training. All the State/UT have accordingly been instructed in this regard.

(c) to (e) Keeping in view the potential of the corporate and service sectors to provide large scale employment, the States have been asked to initiate a dialogue with the corporate sector and to redesign the training programmes to suit the needs and requirements of the corporate and service sectors.

Quota for MP in Indira Awas Yojana

2764. SHRI JAGAT VIR SINGH DRONA : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) whether the Government propose to allot quota for MP's under Indira Awas Yojana; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) No, Sir.

(b) Question does not arise.

[Translation]

Improvement of Environment

2765. SHRI RAVINDRA KUMAR PANDEY : Will the PRIME MINISTER be pleased to state :

(a) whether the Government have reviewed the implementation of the programme for providing accommodation and environmental improvement for the economically weaker section, middle income group and urban slums areas under the Environmental Improvement Scheme;

(b) if so, the names of the States which have achieved the target fixed under this scheme and the States which have not achieved the target and the States whose performance has exceeded the target;

(c) whether the Government have taken any action/ made any positive suggestion in respect of the States which have not achieved at target and those which have exceeded the target;

(d) if so, the details thereof; and

(e) the steps taken by the Government for the proper implementation of housing schemes so as to achieve the target fixed thereunder?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) to (e) The Union Government is monitoring the scheme of Environment Improvement of Urban Slums (EIUS) under Point No. 15 of the Twenty Point Programme. Since this is a State Plan scheme, the funds are provided in the

annual plans of the States/UTs. The Union Government only fixes the physical targets for the implementation of the scheme and monitors it at the State-wise.

Under the scheme, a provision of Rs. 800/- per slum dweller is being made to provide the following seven basic amenities to them :

- (i) Water supply;
- (ii) storm water drains;
- (iii) community baths;
- (iv) widening and paving of existing lanes;
- (v) provision of sewer;
- (vi) community latrines; and
- (vii) street light.

A statement indicating the physical performance of the scheme in States/UTs, during the year 1996-97 (upto December, 1996) is enclosed.

As a part of the monitoring exercise, the Union Government has been writing to the concerned States/UTs where the implementation of this programme is poor. Also, it has been observed that several States/UTs are not providing all the seven basic amenities to the slum dwellers. The State Governments/UT Administrations have been advised to evolve suitable monitoring mechanism for collecting data from all the implementing agencies involved in the sector.

Statement

(Physical Performance)
(Slum Dwellers)

S.No.	States/UTs	Targets (1996-97)	Achieve- ment	%Age
1	2	3	4	5
1.	Andhra Pradesh	225000	249048	111
2.	Assam	7000	0	0
3.	Bihar	11000	363	3
4.	Goa	150	0	0
5.	Gujarat	100000	120007	120
6.	Haryana	50000	35565	71
7.	Himachal Pradesh	11250	7482	67
8.	Jammu & Kashmir	6000	9304	155
9.	Karnataka	49000	29908	61
10.	Kerala	25000	25437	102
11.	Madhya Pradesh	116232	24926	21
12.	Maharashtra	522000	269242	52
13.	Manipur	5000	0	0
14.	Meghalaya	5000	1011	20

1	2	3	4	5
15.	Mizoram	2000	0	0
16.	Orissa	10000	4218	42
17.	Punjab	12500	4749	38
18.	Rajasthan	40000	31227	78
19.	Sikkim	1500	1124	75
20.	Tamil Nadu	31500	15149	48
21.	Tripura	10000	7600	76
22.	Uttar Pradesh	150000	64236	43
23.	West Bengal	37000	19763	53
Union Territories				
1.	A & N Islands	400	235	59
2.	Daman & Diu	-	-	-
3.	Delhi	133000	44970	34
4.	Pondicherry	10000	9019	90
Grand Total		1570532	974583	62

Achievement is upto Dec., 1996.

[English]

Indira Awas Yojana

2766. SHRI SANAT MEHTA : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) the number of houses built under Indira Awas Yojana during 1994-95 and 1995-96;

(b) the target fixed and the achievements made in this regard during the above period;

(c) the expenditure incurred thereon during the said period; and

(d) the target fixed for 1996-97 and the achievements made?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) to (c) The information regarding the houses built, targets fixed and expenditure incurred for 1994-95 and 1995-96 is as given below :

Year	Targets	Houses built (Nos.)	Expenditure (Rs. in crores)
1994-95	353353	390482	500.38
1995-96	1147489	863889	1166.36

(d) For 1996-97, target of 1123560 houses under IAY has been fixed and as per available information 363797 houses have been completed and 491641 houses are under progress.

[Translation]

Allocations to Central Schemes

2767. SHRI BRAJ MOHAN RAM : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) the amount allocated under various Central Schemes such as Indira Awas Yojana, Dharatiputra Yojana, Jawahar Rozgar Yojana, Jaldhara etc. during the last three years, State-wise;

(b) the amount spent out of the allocated amount during the last three years, State-wise and scheme-wise;

(c) whether the Government have received utilisation certificate in this regard from these States; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) and (b) The State-wise figures of amount allocated and the amount utilised under Indira Awas Yojana (IAY), Jawahar Rozgar Yojana (JRY) and Millian Wells Scheme (MWS) during last three years are given in the Statement I, II and III respectively. No programme called Dhartiputra Yojana is implemented by this Ministry.

(c) and (d) Yes, Sir. The utilisation certificate is a pre-requisite for release of 2nd instalment of funds.

Statement-I

Amount allocated and utilised under IAY during 1993-94 to 1995-96

(Rs. in lakhs)

S. No.	Name of State/UTs	1993-94		1994-95		1995-96	
		Allocation	Utilisation	Allocation	Utilisation	Allocation	Utilisation
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	1969.61	5956.77	2667.50	6610.08	8764.21	6317.95
2.	Arunachal Pradesh	25.80	26.88	25.80	26.16	79.71	56.00
3.	Assam	648.39	573.08	713.70	934.47	2555.95	3381.70
4.	Bihar	3863.31	13664.86	5630.95	7121.09	17079.21	19168.71
5.	Goa	27.88	32.22	27.88	30.07	86.12	31.51
6.	Gujarat	723.00	937.63	1106.83	1137.37	3450.09	3669.26
7.	Haryana	173.67	217.55	191.17	507.68	1084.63	1233.81
8.	Himchal Pradesh	88.58	84.37	88.58	126.24	273.65	244.55
9.	Jammu & Kashmir	125.74	45.02	248.30	245.74	1056.07	535.04
10.	Karnataka	1322.50	1221.87	1832.91	2060.40	4213.33	5812.80
11.	Kerala	499.06	2349.73	529.61	2687.74	1896.68	4864.14
12.	Madhya Pradesh	2495.78	2931.17	3966.67	3246.09	11338.39	11807.75
13.	Maharashtra	2147.14	3189.84	3180.82	3219.14	9064.06	10606.35
14.	Manipur	33.07	24.15	33.07	32.13	102.16	141.18
15.	Meghalaya	38.69	44.20	38.70	39.59	119.54	30.01
16.	Mizoram	16.30	33.21	16.30	48.01	50.36	87.68
17.	Nagaland	41.48	222.72	41.48	141.41	128.13	74.26
18.	Orissa	1597.81	1434.83	2330.26	1942.02	6298.60	7494.88
19.	Punjab	130.74	704.33	135.94	527.34	486.85	96.50
20.	Rajasthan	1036.90	2287.96	1506.86	2989.27	5087.49	4701.44
21.	Sikkim	15.10	20.37	15.10	19.81	166.65	163.76
22.	Tamil Nadu	1780.50	4526.95	2220.23	7610.52	7468.73	14398.41
23.	Tripura	42.95	108.42	42.95	95.65	132.69	144.77
24.	Uttar Pradesh	4799.87	5585.68	5950.14	6412.97	20400.14	17039.77
25.	West Bengal	1765.06	1843.68	2432.84	2170.54	6957.87	4468.87

1	2	3	4	5	6	7	8
26.	A & N Islands	12.22	15.57	12.22	15.98	47.17	15.98
27.	D & N Haveli	6.63	8.60	6.63	8.64	25.61	1 19
28.	Daman & Diu	3.90	1.64	3.90	5.06	15.08	9.25
29.	Lakshadweep	6.13	0.00	6.13	0.00	23.65	5.18
30.	Pondicherry	11.96	6.65	11.96	18.17	46.18	25.74
Total		25449.79	48099.95	35015.45	50038.38	109499.00	116636.44

Statement-II

Amount Allocated and utilised under JRY during 1994-95 to 1995-96

(Rs. Lakhs)

S. No.	State/UTs	Allocation			Utilisation		
		1994-95*	1995-96*	1996-97	1994-95*	1995-96*	1996-97**
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	33343.71	37232.40	17372.39	36204.38	34556.90	10107.94
2.	Arunachal Pradesh	322.51	329.58	178.30	222.22	357.12	87.82
3.	Assam	8921.21	10820.18	5718.18	10386.94	9583.33	2694.37
4.	Bihar	70386.81	78598.18	34075.58	50731.49	62281.95	23548.64
5.	Goa	348.46	356.09	192.65	372.24	363.47	213.95
6.	Gujarat	13835.36	14754.11	6376.25	14166.06	12824.42	3737.11
7.	Haryana	2389.61	3398.28	1531.81	2583.42	3304.78	1082.83
8.	Himachal Pradesh	1107.26	1149.09	612.16	1150.10	1001.19	408.60
9.	J & K	3103.75	3381.00	1243.93	3813.23	2534.38	644.61
10.	Karnataka	22911.44	24422.41	11665.34	23746.02	24908.76	7471.66
11.	Kerala	6620.11	8029.34	4244.16	7234.60	8888.24	2629.05
12.	Madhya Pradesh	49583.34	51119.46	22014.51	50503.16	42377.25	11961.01
13.	Maharashtra	39760.18	41638.79	18937.58	36760.33	39801.56	9985.45
14.	Manipur	413.36	425.45	228.53	370.54	506.22	134.56
15.	Meghalaya	483.68	496.31	267.40	407.31	200.28	258.96
16.	Mizoram	203.75	208.04	112.65	336.38	284.56	84.93
17.	Nagaland	518.46	526.28	286.64	410.70	264.07	164.41
18.	Orissa	29128.18	30642.94	14093.11	25542.96	28671.48	10165.03
19.	Punjab	1699.26	1969.93	1089.39	1673.48	408.38	-
20.	Rajasthan	18835.61	20825.10	9146.40	19909.03	18204.39	5214.12
21.	Sikkim	188.76	341.93	104.36	189.21	618.83	145.79
22.	Tamil Nadu	27752.94	32634.06	15704.96	33982.35	39415.70	10565.05
23.	Tripura	536.00	558.65	296.83	1131.61	788.23	662.00
24.	Uttar Pradesh	74376.76	87188.55	42334.91	74606.88	83562.16	27568.07
25.	West Bengal	30410.53	33287.71	15569.34	29856.99	30492.80	8714.16
26.	A & N Island	152.70	154.18	84.41	161.26	161.26	28.57
27.	D & N Haveli	82.89	83.92	45.81	91.41	33.18	21.63

1	2	3	4	5	6	7	8
28.	Daman & Diu	48.83	49.28	26.99	27.36	55.02	15.11
29.	Lakshadweep	76.55	76.70	42.32	80.27	40.86	31.31
30.	Pondicherry	149.47	151.86	82.64	121.21	199.85	91.82
Total		437692.38	484869.77	223679.53	426833.14	446690.62	138477.57

* Including JRY IIInd stream.

** Utilisation upto Jan.97

Statement-III

Amount allocated and spent under MWS during 1993-94 to 1995-96

(Rs. Lakhs)

S. No.	State/UTs	Allocation (C + S)			Utilisation		
		1993-94	1994-95	1995-96	1993-94	1994-95	1995-96
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	7386.03	8129.99	4342.14	6521.42	5099.95	2608.25
2.	Arunachal Pradesh	96.75	96.75	44.58	39.00	35.94	71.46
3.	Assam	2431.45	2676.36	1429.41	1898.75	1426.60	666.70
4.	Bihar	14487.42	15946.67	8516.94	7927.16	6853.58	5719.22
5.	Goa	104.54	104.54	48.16	0.00	3.60	12.23
6.	Gujarat	2711.26	2984.36	1593.91	2029.45	2755.38	1494.06
7.	Haryana	651.28	716.88	382.88	548.97	446.46	168.40
8.	Himachal Pradesh	332.18	332.18	153.04	260.08	270.86	184.29
9.	Jammu & Kashmir	471.52	675.00	310.99	214.64	645.46	216.89
10.	Karnataka	4959.40	5458.93	2915.55	4429.99	5395.07	3241.76
11.	Kerala	1871.50	1986.03	1060.71	1389.35	1971.38	1542.52
12.	Madhya Pradesh	9359.17	10301.88	5502.11	6503.34	8483.10	4766.37
13.	Maharashtra	8051.78	8862.80	4733.53	1464.85	4565.82	3416.04
14.	Manipur	124.01	124.01	57.14	74.23	93.34	99.18
15.	Meghalaya	145.01	145.10	66.85	66.41	88.80	42.12
16.	Mizoram	61.13	61.13	28.16	85.09	106.20	40.27
17.	Nagaland	155.54	155.54	71.66	133.40	138.60	0.00
18.	Orissa	991.80	6595.33	3522.49	3424.36	4285.12	4322.29
19.	Punjab	490.29	509.79	272.28	0.00	0.00	0.00
20.	Rajasthan	3888.40	4280.06	2285.93	1301.75	1765.93	825.77
21.	Sikkim	56.63	56.63	26.09	52.98	55.83	104.46
22.	Tamil Nadu	6676.85	7349.38	3925.23	5481.79	7339.18	4814.56
23.	Tripura	161.07	161.07	74.21	180.32	172.78	123.77
24.	Uttar Pradesh	17999.52	19812.53	10581.64	14284.02	18883.78	11988.78
25.	West Bengal	6618.96	7285.66	3891.19	5635.88	6721.15	7341.71
26.	A & N Island	45.81	45.81	21.11	1.60	9.35	9.35
27.	D & N Haveli	24.87	24.87	11.46	16.30	4.02	8.24

1	2	3	4	5	6	7	8
28. Daman & Diu		14.65	14.65	6.76	6.74	0.41	0
29. Lakshadweep		22.97	22.97	10.58	0.00	0.00	0
30. Pondicherry		44.84	44.84	20.66	2.32	0.72	0.16
Total		95436.72	104961.74	55907.39	63974.19	77618.41	53828.85

Note : In case Punjab and Lakshadweep funds diverted to JRY/IAY.

Light Rail Transit System

2768. SHRI K.C. KONDAIAH : Will the PRIME MINISTER be pleased to state :

(a) whether the Karnataka Government had requested to hike the equity participation of atleast Rs. 500 crores in the Elevated Light Rail Transit System in Bangalore; and

(b) if so, the action or proposed to be taken by the Government?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) The Government of Karnataka have requested the Government of India for equity participation to the tune of about Rs. 500 crores for the Elevated Light Rail Transit System (ELRTS) in Bangalore.

(b) At present, the Government of Karnataka is preparing the Detailed Project Report and Economic and Financial Analysis for the project. The Government of Karnataka have been requested to expedite the completion of these Reports to enable the Government of India to take appropriate action with regard to the participation in the equity of the ELRTS project in Bangalore.

[Translation]

Utilisation of Barren Land

2769. SHRI PAWAN DIWAN : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) the details of barren land utilised and brought under cultivation after the constitution of Barren Land Development Department in July, 1992;

(b) the present position of projects started under Integrated Barren Land Development Project in Watersheds of maximum non-forest barren land; and

(c) the future schemes and programmes of the Government for the development of barren land?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) and (b) In the Department of Wastelands Development, under the

scheme "Integrated Wastelands Development Project" the projects for treatment of non-forest wastelands are sanctioned. The mandate of the Wastelands Development Department is development of wastelands in non-forest areas aimed at checking land degradation, putting such wastelands in the country to sustainable use for increasing bio-mass availability specially fuel-wood and fodder and not really to bring them under cultivation. Since creation of the Department in July, 1992, a total number of 146 projects have been sanctioned under IWDP scheme at a total outlay of Rs. 38357.01 lakhs for a period ranging from 4 to 5 years.

(c) Besides the scheme of Integrated Wastelands Development Projects, the Department has got the following other schemes for development of wastelands for enlisting people's participation and harnessing Science and Technology for planning and implementation of wastelands Development. These schemes are :

1. Support to NGOs/Voluntary Agencies.
2. Technology Development, Extension and Training Scheme.
3. Investment Promotional Scheme
4. Wastelands Development Task Force

These schemes are likely to continue.

[English]

Sharavathi/Shimsha Shivanasamudram Hydel Project

2770. SHRI S.D.N.R. WADIYAR : Will the PRIME MINISTER be pleased to state :

(a) whether the National Thermal Power Corporation has sanctioned funds for repairs/modernisation of Sharavathi and Shimsha Shivanasamudram Hydel units in Karnataka during 1996-97;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF POWER (DR. S. VENUGOPALACHARI) : (a) No, Sir.

(b) Does not arise.

(c) World Bank and Power Finance Corporation (PFC) have funded Renovation, Modernisation and Upgrading (RM and U) of Sharavathi Unit-1 to 8 (8x89.1 MW) and Sharavathi Unit-9 and 10 (2x89.1 MW) respectively. Karnataka Electricity Board has funded Renovation and Modernisation (R and M) for Shivasamudram (6x3 MW + 4x6 MW).

R and M of Shivasamudram project has already been completed. RM and U of Unit - 1,2,4,8,9 and 10 of Sharavathi has been completed. For Units, 3,4,5 and 7 Renovation and Upgrading has been completed and works relating to modernisation is in progress.

[Translation]

Rural Management Institute

2771. SHRI KACHRU BHAI RAUT : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) whether the Rural Management Institutes have been set up in Maharashtra;

(b) if so, the names of the districts where they have been set up and the functions of the said institutes; and

(c) the criteria for selection of districts for setting up Rural Management Institutes?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) No, Sir.

(b) and (c) Does not arise.

[English]

Modernisation of Power Projects by PFC and CEA

2772. SHRI ANANTH KUMAR : Will the PRIME MINISTER be pleased to state :

(a) whether the Power Finance Corporation and CEA have taken up a Crash Programme to help State Electricity Boards for upgrading capacities of the old power plants by suitable renovation and modernisation;

(b) if so, the total number of power plants which need renovation/modernisation, State-wise;

(c) whether feasibility studies for the purpose have been completed;

(d) if so, the details thereof;

(e) the action plan worked out for the current year and the target set for each State in general and Karnataka in particular; and

(f) the names of contractors who have been entrusted feasibility studies, plant-wise and financial support/incentives proposed to be provided to SEBs under the Programme?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (DR. S. VENUGOPALACHARI) : (a) to (f) Power Finance Corporation has not taken up any crash programme for upgrading capacities of old power plants of State Electricity Boards. However, it is supporting the on-going R and M Phase-II programme formulated by the Central Electricity Authority being implemented by the SEB/State Governments during the 8th Plan period. This programme covers 44 power stations of the various power utilities. In order to extend the life of the old power stations which have served 20-30 years life by another 15-20 years, the Power Finance Corporation has also decided to provide financial assistance for carrying out life extension studies at concessional rates.

IOC Refinery

2773. SHRI BHAGWAN SHANKAR RAWAT : Will the PRIME MINISTER be pleased to state :

(a) whether any scheme is under consideration of the Government for the expansion of the IOC refinery located in Mathura, U.P.;

(b) if so, the details thereof; and

(c) the time likely to be taken by the Government for providing clearance to the above scheme?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) : (a) No, Sir.

(b) and (c) Do not arise.

Unemployed Youth in Rural Areas

2774. SHRI GEORGE FERNANDES : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) the estimated number of unemployed in rural areas for whom the Ministry of Rural Development has been working out strategies for employment;

(b) the number of jobs generated during the current financial year;

(c) the amount allocated for the creation of such jobs;

(d) whether these programmes include employment creation for the educated rural unemployed; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) The number of unemployed as estimated by NSSO in its 50th round

survey conducted in 1993-94 are as follows :

(In Millions People)

	UPS	UPSS	CWS	CDS
Rural	4.712	3.575	8.204	14.315
Urban	4.283	3.914	4.934	6.046
Total	8.995	7.489	13.138	20.361

UPS - Usual Principle Status.

UPSS - Usual Principle and Subsidiary Status.

CWS - Current Weekly Status and

CDS - Current Daily Status.

(b) to (e) The achievements under major rural employment schemes and funds allocated for the purpose during 1996-97 are as under :

	Achievements (Upto January, 1997)	Allocations (Rs. in lakhs)
Jawahar Rozgar Yojana (JRY)	2610.12 lakh mandays	179000.00
Employment Assurance Schemes (EAS)	2212.42 lakh mandays	108447.39
Integrated Rural Development Programme (IRDP)	1142680 No. of families benefited	54950.00 central share
Training for Rural Youth for Self-Employment (TRYSEM)	199668 No. of Youth Trained	9025.00
Development of Women and Children in Rural Areas (DWCRA)	539717 (Women benefited)	4680.00

The target group for rural employment schemes is generally rural unemployed. Educated rural unemployed may also avail benefits of these schemes.

Panipat Oil Refinery

2775. SHRI I.D. SWAMI : Will the PRIME MINISTER be pleased to refer to the reply given to USQ No. 872 dated 27.11.96 regarding "Panipat Oil Refinery" and state :

(a) whether information has since been collected;

(b) if so, the details thereof; and

(c) the action Government propose to take in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU):

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

Grabbing of Land

2776. SHRI JANG BAHADUR SINGH PATEL : Will the PRIME MINISTER be pleased to state :

(a) whether land worth crores of rupees has been grabbed in Allahabad and Nainital with the connivance of the State Officials;

(b) if so, the details thereof and the names of the persons who have grabbed the land as also the names of the officials who have connived with the land grabbers; and

(c) the action the Government propose to take in the matter to reclaim the grabbed land?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) to (c) The information is being collected and will be laid on the Table of the Sabha.

National Human Rights Commission

2777. SHRI BHAKTA CHARAN DAS :

SHRI AMAR ROY PRADHAN :

SHRI MOHAN RAWALE :

Will the PRIME MINISTER be pleased to state :

(a) whether National Human Rights Commission has recommended some measures to prevent the Government Servants from employing children below 14 years as domestic servants;

(b) if so, the details thereof;

(c) whether recommendations have been circulated to all the States; and

(d) if so, the time by which recommendations likely to become into force?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : (a) Yes, Sir.

(b) The National Human Rights Commission has recommended that an appropriate rule be included in the conduct rules of Government servants, both Central and State, which while prohibiting such an employment would also make it a misconduct inviting major penalty proceedings.

(c) The Commission has indicated that it is addressing separate letter to the Chief Ministers of all States with a request to provide a similar rule in regard to State Government servants.

(d) The recommendation is under consideration.

**Special Financial Assistance Under
Sanitation Programme**

2778. SHRI SANDIPAN THORAT : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) whether the Government have provided special financial assistance to various States for schemes under Sanitation Programme;

(b) if so, the details of funds sought, released and actually utilised by the State Government during the last three years, State-wise;

(c) the details of achievements reported by the States during each of the last three years, State-wise;

(d) the details of provision of funds made for improving sanitation in small towns and rural areas during the current year under central assistance programme/schemes;

(e) whether the Government have revised norms of financial assistance in view of steep rise in construction cost; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) Yes, Sir.

(b) The information is given in Statement-I.

(c) The information is given in Statement-II.

(d) to (f) Under the Low Cost Sanitation for Liberation of Scavengers which provides for conversion of the existing dry latrines into low cost pour flush latrines in urban areas, Government of India subsidy of Rs. 13.80 crore has been provided and released for implementation of schemes sanctioned under the programme.

In view of steep rise in construction cost the unit cost has been revised as follows :

5 User type	-	Rs. 3300/-
10 User type	-	Rs. 4950/-
15 User type	-	Rs. 5775/-

Statement-I

Statement showing allocation, release and expenditure under CRSP from 1993-94 to 1995-96

(Rs. in Lakhs)

S.No.	State/UT	(1993-94)			(1994-95)			(1995-96)		
		Allocation	Release	Expenditure	Allocation	Release	Expenditure	Allocation	Release	Expenditure
1	2	3	4	5	6	7	8	9	10	11
1.	Andhra Pradesh	157.480	162.480	54.050	315.000	979.000	526.720	331.000	956.478	1125.740
2.	Arunachal Pradesh	4.250	2.500	0.000	9.000	0.000	0.000	8.000	8.000	4.000
3.	Assam	57.470	37.225	7.850	115.000	86.235	95.720	126.000	63.000	0.000
4.	Bihar	279.790	139.895	108.000	560.000	0.000	0.000	589.000	98.247	0.000
5.	Goa	1.940	9.040	1.200	5.000	0.000	0.000	5.000	20.000	0.000
6.	Gujarat	71.010	35.505	105.130	142.000	242.000	224.060	149.000	105.935	285.340
7.	Haryana	25.520	125.520	160.620	51.000	51.000	102.330	54.000	54.000	71.520
8.	Himachal Pradesh	26.280	27.045	58.520	53.000	100.000	82.950	52.000	152.000	119.890
9.	J & K	34.650	100.000	19.400	70.000	70.000	143.210	73.000	46.500	93.780
10.	Karnataka	127.780	127.780	56.040	256.000	256.000	96.590	269.000	1156.717	990.750
11.	Kerala	97.200	56.385	256.260	194.000	270.199	382.990	207.000	245.967	184.100
12.	Madhya Pradesh	184.160	187.283	293.910	368.000	368.000	442.760	388.000	419.863	439.240
13.	Maharashtra	201.800	200.900	0.000	404.000	0.000	200.090	424.000	279.535	216.340
14.	Manipur	7.470	7.470	5.190	15.000	25.000	31.230	16.000	31.000	25.520
15.	Meghalaya	3.030	4.015	0.000	16.000	16.000	16.000	16.000	8.000	13.280
16.	Mizoram	2.160	5.000	0.000	5.000	0.000	15.580	5.000	5.000	3.720
17.	Nagaland	5.580	5.580	3.290	11.000	5.500	0.000	10.000	5.000	0.000
18.	Orissa	110.540	110.540	0.580	221.000	1.150	73.640	233.000	237.565	167.570
19.	Punjab	25.960	100.000	26.190	52.000	52.000	74.710	55.000	27.500	22.830
20.	Rajasthan	94.860	94.860	64.700	190.000	190.000	160.700	200.000	214.355	104.890
21.	Sikkim	2.090	7.340	7.340	5.000	32.590	4.980	5.000	25.000	23.760

1	2	3	4	5	6	7	8	9	10	11
22. Tamilnadu		166.820	166.820	6.720	334.000	167.000	302.930	351.000	452.693	159.030
23. Tripura		11.300	11.300	12.390	23.000	23.000	15.670	25.000	24.285	16.020
24. U.P.		391.430	491.430	659.320	783.000	1783.000	1412.760	824.000	851.254	1345.310
25. W.B.		151.290	75.645	0.000	303.000	0.000	140.700	319.000	167.025	33.180
26. D & N Haveli		0.270	2.500	0.580	5.000	2.500		5.000	2.500	2.160
27. A & N Island		0.400	2.500		5.000	22.500	0.000	5.000	5.000	6.220
28. Lakshdweep		0.020	2.500	0.400	5.000	0.000	1.870	5.000	2.500	2.500
29. Pondicherry		0.610	2.500	0.390	5.000	5.000	5.920	5.000	5.000	7.040
30. Delhi		1.620	2.500		5.000	0.000		5.000	0.000	
31. Daman & Diu		0.110	2.500	0.000	5.000	2.500	0.620	5.000	2.500	1.720
32. Chandigarh		0.110	2.500		5.000	0.000		5.000	0.000	
Total		2250.000	2309.058	1908.070	4535.000	4750.174	4554.730	4769.000	5672.419	5445.450

Statement-II

Statement showing number of sanitary latrines constructed under CRSP from 1993-94 to 1995-96

S.No.	States/UTs	1993-94	1994-95	1995-96
1	2	3	4	5
1.	Andhra Pradesh	6551	48598	66489
2.	Arunachal Pradesh	0	0	212
3.	Assam	276	1609	1439
4.	Bihar	1701	90	0
5.	Goa	16	0	0
6.	Gujarat	4621	9849	24683
7.	Haryana	13401	10233	7152
8.	Himachal Pradesh	4160	5256	8636
9.	J & K	1140	3426	2524
10.	Karnataka	2259	5869	66067
11.	Kerala	7868	13911	9810
12.	Madhya Pradesh	12378	18080	24176
13.	Maharashtra	0	14600	7587
14.	Manipur	489	1165	110
15.	Meghalaya	0	510	297
16.	Mizoram	0	508	500
17.	Nagaland	69	0	0
18.	Orissa	0	1417	18648
19.	Punjab	2274	2039	3369
20.	Rajasthan	4779	9633	33438
21.	Sikkim	250	230	1366
22.	Tamil Nadu	900	21223	11980
23.	Tripura	781	831	640
24.	Uttar Pradesh	43858	53349	69050
25.	West Bengal	9695	18830	42779
26.	A & N Islands	0	0	12

1	2	3	4	5
27.	Chandigarh	0	0	0
28.	D & N Haveli	13	56	79
29.	Daman & Diu	0	60	62
30.	Delhi	0	0	0
31.	Lakshdweep	10	64	0
32.	Pondicherry	140	96	241
Total		117629	241532	401346

Strike by ONGC Employees

2779. SHRI N. RAMAKRISHNA REDDY : Will the PRIME MINISTER be pleased to state :

(a) whether the employees of the ONGC Krishna Godavari Project were on strike in January, 1997;

(b) if so, their charter of demands; and

(c) the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU): (a) to (c) No, Sir. However, some employees of the Krishna Godavari Project of ONGC Ltd. had resorted to relay hunger protest from 30.1.1997 to 24.2.1997 in support of their demands relating to construction of office buildings and residential quarters at Rajahmundry upgradation of Krishna Godavari Project into an independent region; etc. After a series of meetings of ONGC officials with the representatives of employees, the relay hunger protest has been called off.

Indian Rare Earth

2780. SHRI N. DENNIS : Will the PRIME MINISTER be pleased to state :

(a) the steps taken by the Government for the

expansion and modernisation of Indian Rare Earths Factory at Manavalakurichi of Kanyakumari district of Tamil Nadu; and

(b) whether the Government propose to set up factories to manufacture finished materials out of the Rare Earths Raw Materials available there?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION AND MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI YOGINDER K. ALAGH) : (a) The Manavalakurichi plant of Indian Rare Earths Limited has been modernised at a cost of Rs. 9.31 crore. The Zirconium Oxide Plant at Manavalakurichi is being expanded to increase the production of Zirconium Oxide.

(b) There is no proposal for establishing any industry at Manavalakurichi to manufacture finished products out of the minerals produced there.

Rural Electrification

2781. LT. GENERAL SHRI PRAKASH MANI TRIPATHI : Will the PRIME MINISTER be pleased to state :

(a) the total number of villages electrified in Uttar Pradesh during 1996-97;

(b) whether the Government have any plan to complete the 100% electrification of villages in U.P. by 2005; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (DR. S. VENUGOPALACHARI) : (a) As per available information, Uttar Pradesh State Electricity Board (UPSEB) has reported electrification of 677 villages during 1996-97 upto January, 1997.

(b) and (c) Rural electrification is continuing process and electrification of all the villages in Uttar Pradesh by the end of 2005 A.D. will depend upon the availability of financial resources, power supply position in the States, total network of transmission and distribution system and other relevant inputs.

World Bank Loan

2782. SHRI KRISHAN LAL SHARMA : Will the PRIME MINISTER be pleased to state :

(a) whether as per recent Government data World Bank loans of about Rs. 5,000 crores to various power projects in the country remain unutilised;

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

(c) measures are being contemplated to avoid such situations?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (DR. S. VENUGOPALACHARI) : (a) to (c) As on 31.1.1997, Rs. 7238 crores of World Bank loan for 10 power projects remains undrawn. The loans are sanctioned for a particular project which take few years for completion and hence the external assistance is spent over a period of time. Hence the loans include external assistance for projects which still have several years of utilisation period left. Therefore, undisbursed balance would exist at all points of time.

Government of India is monitoring and reviewing each externally aided project with a view to removing the various impediments arising in implementation for speedy utilisation of external assistance.

Supply of L.P.G.

2783. SHRIMATI BHAVNABEN DEVRAJ BHAI CHIKHALIA :

SHRI MANIBHAI RAMJIBHAI CHAUDHARI :

Will the PRIME MINISTER be pleased to state :

(a) whether underweight supply of L.P.G. is being made by various Oil companies/dealers;

(b) if so, the action taken by Government against such oil companies/dealers;

(c) if not, the reasons for not weighing the refilled cylinder at the time of delivery while consumers asks for the same at the time of taking the delivery of cylinder;

(d) whether the Government have made or propose to make any provision for weighing the refilled cylinders at the time of delivery to the consumers;

(e) if so, by when provision is likely to be made to check such irregularity; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) : (a) No, Sir. However, some cases of supply of underweight cylinders have been reported by the oil companies.

(b) Action against distributors has been taken as per the relevant provisions of Marketing Discipline Guidelines, which include imposing and fine of Rs. 2000/- on the distributor in the first instance and termination, on repeated complaints.

(c) to (f) A convenient device known as Spring balance was introduced for weighing the cylinders at the premises of the customers. Due to sustained use of this equipment, inaccuracies develop in the weighing, since it works on the principle of tension of spring. Even the Weights and Measures Deptt. do not favour the use of such equipment. However, there are clearly laid down procedures to ensure correctness of weight of LPG

cylinders at the bottling plants. All filled cylinders are provided with pilferproof seals. LPG distributors are under instructions to ensure checking of each and every cylinder for correct weight prior to delivery to the customers' premises.

HUDCO

2784. SHRI ANNASAHIB M.K. PATIL : Will the PRIME MINISTER be pleased to state :

(a) the details of schemes cleared by HUDCO during the last five years in Maharashtra and progress achieved thereunder by standard norms of assessment;

(b) the details of funds likely to be made available for implementation of schemes in the State during the current year;

(c) the details of the schemes received from the Government of Maharashtra for consideration and approval of HUDCO; and

(d) the details of funds released and actually utilised for implementation of schemes in the State during the last five years; year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) Details of schemes sanctioned by HUDCO in Maharashtra during the last 5 years i.e. 1992-93 to 1996-97 (upto 7.3.97) are as follows :

(Rs. in crores)

Year	No. of schemes sanctioned	No. of schemes completed	Loan sanctioned
1992-93	58	18	147.43
1993-94	32	12	192.13
1994-95	42	20	73.90
1995-96	15	-	50.62
1996-97	16	-	49.56

The progress of the schemes has been found to be satisfactory by HUDCO.

(b) During 1996-97, HUDCO proposes to release Rs. 125 crores (50 crores for housing and Rs. 75 crores for urban infrastructure projects) to the implementing agencies of Maharashtra.

(c) In addition to the schemes already sanctioned by HUDCO during the current financial year, three more schemes seeking loan amount of Rs. 1.68 crores are in the pipeline of projects under consideration.

(d) Year-wise details of loan released and utilised for implementation of schemes is reported by HUDCO

as under :

Year	Loan released (Rs. in crores)	Percentage of loan utilised.
1992-93	96.94	100%
1993-94	84.01	100%
1994-95	81.38	97%
1995-96	91.61	95%
1996-97 (upto 7.3.97)	67.07	87%

Import of Petroleum Product

2785. SHRI TARIQ ANWAR : Will the PRIME MINISTER be pleased to state :

(a) whether Indian Oil Corporation has no funds to execute contracts for import of petroleum products;

(b) if so, the reasons therefor; and

(c) the steps being taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU): (a) to (c) IOC is availing short term (180 days) foreign currency loans for financing import of crude oil and petroleum products. The ceiling on short term foreign currency loans for financing oil imports has been increased from US \$ 2.5 billion to US \$ 2.9 billion in February, 1997 and it is anticipated that this ceiling would cover IOC's present oil import commitments. In addition to foreign currency loans, IOC had also availed a working capital loan from OIBD in view of the huge accumulation of dues recoverable from OCC.

Deficits have arisen in the pool account because the sales realisation from the products did not fully cover the costs incurred. While there are financial constraints at present, the Government is exploring various options to ensure adequate availability of funds to IOC for arranging import of crude oil and petroleum products.

Migration

2786. SHRI CHAMAN LAL GUPTA : Will the PRIME MINISTER be pleased to state :

(a) whether a large number of muslim families have migrated from Kashmir valley and some other areas after the Assembly elections in Jammu and Kashmir because of threats by the terrorists;

(b) if so, the number of such families and whether these families have applied and got registered at Jammu or at any other place to seek relief and shelter; and

(c) the amount spent every year during the Governor/President rule to provide shelter and other

relief to the migrants at various places in and outside the State?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : (a) and (b) No, Sir. Only 631 Muslim families have migrated after Assembly Elections and they have been given provisional registration in Jammu.

(c) As per available information, the year-wise expenditure on migrants relief in and outside the State of J and K is as follows :

Year	Amount (Rupees in lacs)
1990-91	5051.52
1991-92	4280.77
1992-93	3058.36
1993-94	3054.92
1994-95	3926.31
1995-96	3549.46

Dues

2787. SHRI PRAMOD MAHAJAN : Will the PRIME MINISTER be pleased to state :

(a) the details of dues outstanding in respect of the unauthorised occupants of Government accommodation under each category as on January 31, 1997 and the number of such occupants;

(b) whether the Director of Estates in compliance with the orders of the Supreme Court dated April 24, 1996 stated that an amount of Rs. 12.78 crores were due from about 7361 cases on account of unauthorised occupation;

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

(d) the amount of outstanding dues recovered so far from unauthorised occupants and the number out of these still occupying the Government accommodation; and

(e) the steps taken so far in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) The information is being collected and will be laid on the Table of the Sabha.

(b) Yes, Sir.

(c) The details are as under :

Type	Case	Amount dues (Rs. in lakhs)
A	982	97.6
B	1446	102.6
C	1818	342.4
D	1881	252.6
E and S	1094	453.5
Hostal	140	29.3
Total :	7361	1278.0

(d) In 457 cases, an amount of Rs. 111.25 lakhs has been recovered so far and 159 are still occupying Government accommodation.

(e) As per direction of the Supreme Court action has been initiated to start recovery proceedings in most of the cases.

Urban Employment Schemes

2788. SHRI VENKATARAMI REDDY ANANTHA : Will the PRIME MINISTER be pleased to state :

(a) whether the Union Government have provided funds to Andhra Pradesh for urban employment schemes during the last three years;

(b) if so, the details thereof;

(c) whether the Government of Andhra Pradesh has utilised the said amount;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) and (b) Two Centrally sponsored urban employment schemes, namely, Nehru Rozgar Yojana (NRY) and Prime Minister's Integrated Urban Poverty Eradication Programme (PMI UPEP) are being implemented in Andhra Pradesh. The Central funds released during the last three years under NRY and PMI UPEP as per details below :

Name of scheme	Year	Amount (Rs. in lakhs)
NRY	1993-94	432.45
	1994-95	302.90
	1995-96	328.20
PMI UPEP	Launched in Nov., 1995	
	1995-96	980.58
	1996-97	866.13

(c) to (e) Out of total funds of Rs. 1775.93 lakhs (Central + State) available for the year 1993-94 to 1995-96, the Government of Andhra Pradesh has reported expenditure of Rs. 1537.99 lakhs.

The amount utilised by the Government of Andhra Pradesh under PMI UPEP so far is reported to be Rs. 1088.94 lakhs.

[Translation]

IAS/IPS/IFS

2789. SHRI BUDHSEN PATEL :
SHRI HARIN PATHAK :

Will the PRIME MINISTER be pleased to state :

(a) the number of sanctioned posts of IAS, IPS and IFS in India, separately, as on December 31, 1996; and

(b) the number of posts of IAS, IPS and IFS belonging to Scheduled Castes, Scheduled Tribes, other backward classes, minority communities and general categories, separately?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : (a) The total authorised strength as on December 31, 1996 was 5073 for IAS, 3348 for IPS and 2740 for IFS.

(b) In the All India Services, the reservation for SC/ST/OBC is vacancy based and not post based. Reservation in the IAS, IPS and IFS is provided at the stage of direct recruitment through the Civil Services Examination in respect of the IAS and IPS and the Indian Forest Service Examination for the IFS.

Employment Opportunities

2790. SHRI N.J. RATHWA : Will the PRIME MINISTER be pleased to state :

(a) the criteria fixed for providing employment opportunities on the basis of wages and self-employment to urban poor in the country particularly in Gujarat;

(b) whether the Government are aware of the fact that Gujarat state is being discriminated in this regard;

(c) if so, the reasons therefor; and

(d) the corrective measures being taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) Two Centrally sponsored urban employment schemes, namely, Nehru Rozgar Yojana (NRY) and Prime Minister's Integrated

Urban Poverty Eradication Programme (PMI UPEP) are being implemented in the country including Gujarat. The criteria fixed for providing self employment and wage employment under NRY is as under :

(i) **Scheme of Urban Micro Enterprises (SUME)** : Under the Scheme of Urban Micro Enterprises (SUME), a subsidy of 25% of the project cost, subject to a ceiling of Rs. 4000/- for general beneficiaries and Rs. 5000/- for SC/ST and women beneficiaries, is provided to the beneficiaries for setting up self-employment ventures. The remaining portion of the project cost is to be provided by banks as loans. Further, there is a training and infrastructure support component in this scheme for providing training and allied support to beneficiaries.

(ii) **Scheme of Urban Wage Employment (SUWE)** : The Scheme of Urban Wage Employment (SUWE) seeks to provide wage employment to urban poor beneficiaries by utilising their labour for construction of socially and economically useful public assets in the jurisdiction of Urban Local Bodies with a population of less than one lakh. The material-labour ratio has been fixed at 60:40. For casual labour, the statutorily fixed minimum wages for each State/UT have to be paid.

PMI UPEP: The Prime Minister's Integrated Urban Poverty Eradication Programme (PMI UPEP) launched in November, 1995 has a component of self-employment through setting up of micro-enterprises. Only those urban poor, living below the urban poverty line in urban agglomerations with population ranging between 50,000 to 1,00,000 as per the 1991 census and 72 towns in hilly areas on the basis of house-to-house survey and who should be a resident of the town for at least three years, and should not be a defaulter to any nationalised bank/financial institutions/cooperative bank are eligible under the self-employment component of the scheme.

(b) to (d) No, Sir. no such discrimination has come to the notice of Government.

[English]

Rural Enterprise Development Centres

2791. SHRI T. GOPAL KRISHNA : Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state :

(a) whether the Government are considering to set up Rural Enterprise Development Centres under Department of Science and Technology;

(b) if so, the areas chosen for setting up these centres in Andhra Pradesh;

(c) the criteria for considering locations for these development centres; and

(d) the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION AND MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI YOGINDER K. ALAGH) : (a) No, Sir.

(b) to (d) Does not arise.

Gokak-Pandit Committee

2792. SHRI NARAYAN ATHAWALAY : Will the Minister of PLANNING AND PROGRAMME IMPLEMENTATION be pleased to state :

(a) whether the Government have set up internal expert Committee viz. Gokak-Pandit Committee to examine issues regarding heavy subsidising of power and irrigation tariffs by the State Government;

(b) if so, the details thereof;

(c) the extent of subsidy per unit for power and irrigation, State-wise and total burden thereof;

(d) whether State Governments have been directed to revise power irrigation tariffs; and

(e) if so, the details of the action taken thereon by the States and the position thereof?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION AND MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI YOGINDER K. ALAGH) : (a) No such internal expert Committee viz. Gokak-Pandit Committee was set up by Government to examine the issues regarding heavy subsidising of power and irrigation tariffs by the State Government.

(b) to (e) Does not arise.

Guidelines for Wasteland Development

2793. SHRI SURESH KALMADI : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) whether Government have finalised the guidelines for development of country's wasteland; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) There is no guidelines by the name of Guidelines for development of country's wasteland but the Ministry of Rural Areas and Employment have finalized the "Guidelines for Watershed Development" for all area development

schemes of this Ministry. These guidelines include Drought Prone Area Programme, Desert Development Programme, Integrated Wastelands Development Projects Scheme, Employment Assurance Scheme and Intensive-Jawahar Rozgar Yojana. These guidelines are under implementation since 1.4.1995 on watershed approach.

(b) The details of the Guidelines for Watershed Development are given in the Statement.

Statement

Objectives :

1. The main objectives of these guidelines are to promote the economic development of the village community which is directly or indirectly dependent on the watershed through conservation of land and water resources to prevent further ecological degradation for sustenance for rural community, employment generation opportunities for the resource-poor and disadvantaged sections of the community, check land degradation, through soil and moisture conservation measures and aiming at increasing bio-mass production, to encourage restoration of the ecological balance in the village, equitable distribution of usufructs among the rural people particularly Scheduled Castes/Tribes, agricultural labour, shepherds etc. and involvement of Gram Panchayat/rural people of all communities including disadvantaged groups of society and voluntary agencies.
2. These guidelines provide for constitution of a State Watershed Programme Implementation and Review Committee at State level to co-ordinate and review the activities of the programme amongst various Government Departments and other Agencies involved in Watershed Development activities. The Department of Rural Development shall be the nodal agency to serve this Committee.
3. The Zilla Parishads/DRDAs shall be responsible for implementation of these guidelines at the district level and may constitute a Watershed Development Committee under the Chairmanship of the Chief Executive Officer/Project Director of the DRDA at the district level. They will approve the Watershed Development Plan and the selection of Project Implementing Agencies, training, community organization, publicity etc. The Zilla Parishads/DRDAs shall receive funds directly from the Government of India/State Governments for implementing the watershed development programme under these guidelines. Funds for

- implementing the approved watershed development projects will be released by the Zilla Parishads/DRDAs to the Panchayats/Watershed Development Committees.
4. The Panchayat Samiti at the block level shall have the right to monitor and review the implementation of the programme. At the village level, the Gram Panchayat shall be fully involved in the implementation of the programme especially Community organisation and training programme and use its administrative authority and financial resources to support and encourage the formation of self-help groups/user groups and the operation and maintenance of the assets created and the common property resources such as pasture lands, fisheries tanks, plantation etc.
 5. Each project implementing agency (PIA) shall carry out its duties through a watershed development team (WDT). The WDT shall work exclusively and full time for the watershed development project in the selected villages. The Watershed Development Team members are responsible to conduct Participatory Rural Appraisal Exercises in each of the selected villages and will collect information about the village community and the watershed and their problems and achievements. Where a watershed is co-terminus with a village panchayat or its area is confined within the boundaries of a village panchayat, the Gram Sabha of the Panchayat will be designated as the Watershed Association which will monitor and review the progress, approve the statement of accounts, formation of user groups/self-help groups, resolve differences or disputes between different User Groups/Self-Help Groups etc.
 6. The overall supervision shall be in control of the watershed association and activities of the watershed development project shall be carried out by a Watershed Committee which will be responsible for co-ordination and liaisoning with the Gram Panchayat, Watershed Development Team, DRDA/ZP and Government Agencies for its smooth implementation of the Watershed Development Project. Each watershed development project shall have a watershed Secretary. He will be a full-time paid employee of the Watershed Association.
 7. On an average, a watershed of approximately 500 ha. can be identified and selected by the watershed development team in consultation with the Panchayat/village community and one PIA can handle a total area of 5000-6200 ha. of land in the watershed project. The watershed projects under DPAP/DDP/IWDP/I-JRY would be implemented in the districts and blocks that have been notified by the Government of India under the respective programmes.
 8. The funding pattern for watershed Development Projects for all area development schemes will be for a period of four years in the form of 25% of the project outlay shall be released in the first year, 40% in the second year, 25% in the third year and the remaining 10% in the fourth year which shall be divided amongst the following project components subject to the percentage ceiling mentioned against each.

(i) Watershed Treatment/ Development works/ activities	-	80%
(ii) Watershed Community Organisation	-	5%
(iii) Training	-	5%
(iv) Administrative Overheads	-	10%
<i>Total</i>		<i>100%</i>
 9. The PIA shall be responsible to submit progress reports on each of the watershed development project once in every quarter to the ZP/DRDA and the ZP/DRDA will submit the consolidate QPR, Utilisation Certificates and Audited Statement of Accounts to the Government of India, Ministry of Rural Areas and Employment in their respective Department quarterly on regular basis.

Central Sector Power Project

2794. SHRI K. PRADHANI : Will the PRIME MINISTER be pleased to state :

(a) the name of the States where Central Sector Power projects have been commissioned during the Seventh and Eighth Five Year Plans;

(b) whether any Central Sector Power project has been set up in Orissa during the above Plans; and

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

THE MINISTER OF STATE IN THE MINISTRY OF POWER (DR. S. VENUGOPALACHARI) : (a) Central Sector Power Projects have been commissioned in the States of Andhra Pradesh, Assam, Bihar, Gujarat, Rajasthan, Jammu and Kashmir, Madhya Pradesh, Orissa, Tamil Nadu, Uttar Pradesh and West Bengal during the Seventh and Eighth Five Year Plans.

(b) and (c) Talcher STPS (2x500 MW) executed by National Thermal Power Corporation has been commissioned in Orissa during this period.

[Translation]

HBJ Pipeline

2795. SHRI SANAT KUMAR MANDAL : Will the PRIME MINISTER be pleased to state :

(a) whether the Government has asked the Gas Authority of India Ltd. (GAIL) to give up its \$ 58.5 million claim on the Spie Capag-led, French consortium, which has been awarded the contract for laying the HBJ pipeline, and pay the consortium \$ 71.11 million in damages;

(b) if so, the rationale behind this Government's decision; and

(c) the reaction of the GAIL Board thereto?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU):

(a) The dispute between GAIL and Spie Capag has been settled on the lines recommended by the Indo-French Joint Committee. Both sides have withdrawn all their claims. GAIL has released withheld payments and has also paid USD 31 million as the settlement amount.

(b) The settlement was recommended to remove the uncertainties connected with protracted and expensive litigation and also to improve the bilateral relations between France and India.

(c) The GAIL Board has decided to implement the recommendations of the Joint Committee as approved by the Government of India.

[English]

Setting up of Power Plants

2796. SHRI MADHAVRAO SCINDIA :
SHRI SATYAJITSINH DULIPSINH
GAEKWAD :

Will the PRIME MINISTER be pleased to state :

(a) whether the Government propose to set up some power-plants along India's coastline;

(b) if so, the details thereof, particularly the projects to be set up in Gujarat and Maharashtra; and

(c) the stage at which the proposal stands?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (DR. S. VENUGOPALACHARI) : (a) to (c) Information is being collected and will be laid on the Table of the House.

[Translation]

Supply of LPG Cylinders

2797. DR. BALIRAM : Will the PRIME MINISTER be pleased to state :

(a) whether the adequate LPG cylinders are not

being supplied in to the LPG dealers in Azamgarh district of Uttar Pradesh due to which consumers have to face difficulty;

(b) if so, the month-wise requirement of LPG cylinder in Azamgarh district during the period July to December, 1996;

(c) the number of LPG cylinders actually supplied; and

(d) the steps being taken by the Government for regular and adequate supply of LPG cylinders?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU):

(a) Adequate number of LPG cylinders have been supplied in the District of Azamgarh (UP) by PSU Oil Companies. They have not received any complaint about short supply of LPG cylinders in Azamgarh District. However in September and October, 1996 spadic shortage was experienced, which was soon overcome.

(b) and (c) The monthwise requirement of LPG Cylinders and the actual supplies of LPG during the period July, 96 to December, 96 in Azamgarh District are given as under :

Month	Demand	Supply (Refills)
July	15108	15040
August	16234	16329
September	15908	15652
October	16408	16325
November	16708	16313
December	17586	18706
Total	97952	98365

(d) The demand of the existing consumers of LPG in the country including Distt.-Azamgarh (U.P.), who are enrolled with the distributors of Public Sector Oil Companies, is by and large being met in full. Temporary backlogs that may arise, are cleared by augmenting LPG supplies through operation of bottling plants for extended hours and on holidays and by arranging supplies from bottling plants in the adjoining areas.

[English]

Family Credit Plan

2798. DR. T. SUBBARAMI REDDY :
SHRI SURENDRA YADAV :
SHRI NAWAL KISHORE RAI :
SHRIMATI LAKSHMI PANABAKA :

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

(a) whether the Government have launched the

"Family Credit Plan" for the development of families living in rural areas of the country;

(b) if so, the name of States where this plan was implemented and the number of districts in each State benefited by this plan;

(c) whether the implementation of this plan proposed to be extended during the current year; and

(d) the criteria laid down by the Government to identify such States and the districts therein?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) Yes, Sir/Madam. This Ministry is implementing the Family Credit Plan under IRDP for upliftment of the families living below the poverty line in rural areas of the country.

(b) State-wise number of districts covered under Family Credit Plan is given in the Statement.

(c) Yes, Sir/Madam. It is proposed to extend the Family Credit Plan in 1997-98 in 100 more districts.

(d) The main criterion for identifying the districts under Family Credit Plan is the existence of the District Development Office of NABARD in the district.

Statement

Statement showing State-wise coverage of district under Family Credit Plan of IRDP

S.No.	State/UTs	No. of district where NABARD Office is in existence
1	2	3
1.	Andhra Pradesh	16
2.	Arunachal Pradesh	-
3.	Assam	11
4.	Bihar	12
5.	Goa	1
6.	Gujarat	9
7.	Haryana	13
8.	Himachal Pradesh	5
9.	Jammu and Kashmir	2
10.	Karnataka	13
11.	Kerala	13
12.	Madhya Pradesh	18
13.	Maharashtra	18
14.	Manipur	-
15.	Meghalaya	2
16.	Mizoram	-
17.	Nagaland	-
18.	Orissa	10
19.	Punjab	6

1	2	3
20.	Rajasthan	17
21.	Sikkim	-
22.	Tamil Nadu	12
23.	Tripura	1
24.	Uttar Pradesh	29
25.	West Bengal	8
26.	A and N Islands	-
27.	D and N Haveli	-
28.	Daman and Diu	-
29.	Lakshadweep	-
30.	Pondicherry	1
Total		217

[Translation]

Construction of Personal Toilets

2799. SHRI D.P. YADAV : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) the number of personal toilets constructed, till date, by the Uttar Pradesh Government under the Hygiene Programme in Sambhal Parliamentary Constituency and the amount received by the State as grants from the Central Government;

(b) whether this amount has not been increased in spite of continuous increase in the construction material; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) The State Government of Uttar Pradesh has reported that 9229 personal toilets have been constructed till date in the Sambhal Parliamentary Constituency. Central assistance of Rs. 4542.834 lakh has been released to the State Government of Uttar Pradesh under the Centrally Sponsored Rural Sanitation Programme from 1986-87 to 1996-97.

(b) and (c) The Central assistance is not increased on year to year basis. The unit cost as approved is found to be adequate to meet the basic requirement. The State Governments are however, free to meet the higher cost, if any, out of their own funds under the Minimum Needs Programme.

Foreign Funds for Terrorists

2800. SHRI JAI PRAKASH AGARWAL : Will the PRIME MINISTER be pleased to state :

(a) whether the Government are aware that Kashmiri terrorists have received foreign funds;

(b) if so, the number of such cases detected by the Government during the last three years; and

(c) the steps taken or proposed to be taken to check the flow of foreign funds to the terrorists?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : (a) to (c) The Government are aware of reports of various secessionist leaders and organisations in Jammu and Kashmir having received funds from diverse channels and sources in contravention of the law. The Government and all the concerned security and enforcement agencies have been continuously making efforts to contain such possibilities through sustained vigilance, inquiries and investigations against the terrorists.

Notices had also been issued to 46 individuals and 24 organisations under the Foreign Contribution (Regulation) Act (FCRA). Action on these notices, and for violation of other relevant laws is being taken by the concerned agencies. It will not be in the interest of ongoing inquiries/investigations to disclose more details at this stage. In another case investigated by the CBI 4 persons were convicted to 5 years imprisonment by the court in August, 1996 inter-alia for funding of terrorist activities.

Utilisation of Amount

2801. SHRI RAJESH RANJAN ALIAS PAPPU YADAV : Will the PRIME MINISTER be pleased to state:

(a) whether the amount provided to the Government of Bihar by the United Government for various Urban Employment Schemes during 1995-96 and 1996-97 been utilised;

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

(c) the amount likely to be utilised by the State Government for the implementation of these schemes during 1997-98?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) and (b) Two Centrally sponsored Urban Employment Schemes, namely, Nehru Rozgar Yojana (NRY) and Prime Minister's Integrated Urban Poverty Eradication Programme (PMI UPEP), are being implemented in the urban areas of Bihar. During the year 1995-96 and 1996-97, Central funds amounting to Rs. 669.80 lakhs have been released under the employment schemes of NRY to the State. Out of total funds of Rs. 1116.34 lakhs (Central + State share), State Government has reported an expenditure of Rs. 1682.50 lakhs during 1995-96 and 1996-97. The expenditure also includes expenditure incurred out of unspent funds of previous years.

A sum of Rs. 387.89 lakhs have been utilised under the PMI UPEP during 1995-96. For 1996-97, no amount has been released so far to Bihar.

(c) Allocation for 1997-98 in respect of all the States/UTs are yet to be finalised.

SEBs

2802. SHRI KASHI RAM RANA :
KUMARI UMA BHARATI :
SHRI PANKAJ CHOWDHARY :

Will the PRIME MINISTER be pleased to state :

(a) whether the Government have set up any Committee for reviewing the functioning of the State Electricity Boards;

(b) if so, the details thereof;

(c) whether the Committee has submitted its Report; and

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

THE MINISTER OF STATE IN THE MINISTRY OF POWER (DR. S. VENUGOPALACHARI) : (a) No, Sir.

(b) to (d) Do not arise.

[English]

Pipavav Power Project

2803. SHRI VIJAY HARISHCHANDRA PATEL :
SHRI SHANTILAL PARSOTAMDAS PATEL :

Will the PRIME MINISTER be pleased to state :

(a) whether the Government have issued instructions to the Nodal Agency to give clearance in principle for the power projects before putting them on competitive bid;

(b) if so, the details thereof;

(c) whether the Central Electricity Authority have received any proposal from the Government of Gujarat; for clearance in principle to Pipavav Power Project;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (DR. S. VENUGOPALACHARI) : (a) No, Sir.

(b) Does not arise.

(c) to (e) The proposal for 'in-principle' clearance to Pipavav dual fuel based power station (615 MW) was received by the Central Electricity Authority (CEA) from M/s. Gujarat Power Corporation Limited (GPCL). The 'in-principle' clearance of CEA is accorded only to be Generating Company, who executes the project to facilitate it in tying-up various inputs, including finances.

Since M/s GPCL is not the executing the project, the requisite 'in-principle' clearance could not be accorded and the proposal was returned by CEA in October, 1996.

Research Work in New Fields

2804. SHRI NITISH BHARADWAJ :

SHRI KACHARU BHAU RAUT :

Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state :

(a) whether any facilities are being provided to scientists and researchers in the field of technology to update their research works;

(b) if so, the new fields wherein research works have been made during the last five years; and the achievements therein so far;

(c) whether any research has been made about the use of CNG in the automotive and other industries; and

(d) if so, the results thereof?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION AND MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI YOGINDER K. ALAGH) : (a) Yes, Sir.

(b) Some of the new areas where research work has been carried out in the last five years are :—

Membranes, New materials, Robotics, Organic polymers, Computer aided design, Protein folding and Protein Engineering, Laser processing materials, Titanium and Magnesium production materials, New drug design etc.

Some of the achievements are :—

High efficiency fluorescence lamps have been developed by using some phosphor material; Membrane technology developed for concentration of milk, viral and toxoid based vaccines, providing safe drinking water etc.; Development of software modules for ship design and production; Development of indigenous design for cross flow turbine for micro hydel applications; BOD Sensors; Amorphous Silicon Solar Cells; Technology developed for blood oxygenator.

(c) Yes, Sir.

(d) The indigenously developed system is under trial.

UPSEB

2805. SHRI JAGAT VIR SINGH DRONA : Will the PRIME MINISTER be pleased to state :

(a) the dues from the various Government departments in Uttar Pradesh and Kanpur city in particular, to State Electricity Board; and

(b) the steps are being proposed for the early recovery of dues?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (DR. S. VENUGOPALACHARI) : (a) and (b) The organisation wise/area-wise dues of the SEBs including the UPSEB are not maintained by the Central Government. However, from the audited accounts of UPSEB for 1995-96, it is noted that the total receivables against supply of power by the Board was Rs. 3322.45 crores. The action for recovery of these outstanding rests with the UPSEB/State Government.

Crude Oil

2806. SHRI SULTAN SALAHUDDIN OWAISI : Will the PRIME MINISTER be pleased to state :

(a) whether prices of crude and refined products in India are low in comparison to international prices;

(b) if so, whether the Government has any intention to bring them at par with international prices;

(c) if so, the main reasons therefor;

(d) whether prices of both domestic crude oil and refined products are likely to be fixed by the Oil Coordination Committee and also to fix consumer prices of administered products on quarterly basis; and

(e) if so, the details thereof and its effect on consumers?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) : (a) to (e) Presently, the domestic prices of crude oil and petroleum products are administered by the Government and are fixed taking into consideration production cost, cost of imported products and crude oil and socio economic factors. The private sector/joint venture crude oil producers are being paid international prices under the production sharing contracts. The prices of crude oil and petroleum products in the international market are highly volatile and are subject to wide fluctuations from time to time.

Bottling Plants

2807. SHRI SANAT MEHTA : Will the PRIME MINISTER be pleased to state :

(a) whether Sanad, Bhavnagar and Palanpur Bottling Plants have been commissioned and have started functioning;

(b) if so, whether the Government have made any plan for good marketing network in Gujarat keeping in view the increased availability of LPG, after commissioning of above plants; and

(c) if not, the reasons for non-commissioning of the plants and non-formulation of marketing plan?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU):

(a) The status of the referred bottling plants is as under:

Location	Capacity (TMTPA)	Expected date of completion
Sanad	66	Mechanically completed
Bhavnagar	44	July, 1997.
Palanpur	34	This plant has been allocated in the IX Plan.

(b) Yes, Sir. There are plans to set up 27 new LPG distributorships under 1994-96 marketing plan in the State of Gujarat. The advertisements for these locations have already been released.

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

Sale of Land

2808. SHRI RAMSAGAR : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) whether there have been cases of illegally selling of Gram Sabha land in Uttar Pradesh for the last couple of years;

(b) if so, the details thereof; and

(c) the action the Government propose to take in the matter to get back the Gram Sabha land to look the offending officials and the people responsible for selling the land?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) to (c) Panchayati Raj being a State subject, the details of day to day conduct of Panchayati Raj matters including sale of land are not maintained by this Ministry. However, no such cases of illegally selling of Gram Sabha land in Uttar Pradesh has been reported to this Ministry so far.

Oil Exploration

2809. SHRI R. SAMBASIVA RAO : Will the PRIME MINISTER be pleased to state :

(a) whether the Government have proposed to offer tax-holidays to private companies investing in high risk exploration blocks;

(b) if so, whether the Government have imposed a ban which would restrict the total tax burden 10 to 20% on high risk oil exploration;

(c) if so, whether this is likely to be a part of the new exploration licensing policy; and

(d) if so, the time by which the policy is likely to be announced and the high risk block levels covered under the scheme?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU):

(a) to (d) Under the New Exploration Licensing Policy announced recently, royalty will be charged at half the prevailing rate for offshore areas for deep water areas beyond 400 metre bathymetry for the first 7 years after commencement of commercial production. The policy also envisages a tax holiday for seven years after commencement of commercial production for blocks in North-East Region.

(b) and (c) There is no such specific proposal under consideration of Government.

[Translation]

Link Roads

2810. SHRI PAWAN DIWAN : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) whether the Government are contemplating to connect every village by link roads;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the State-wise number of villages which have been connected by link roads so far?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) to (c) The Government have written to all States and Union Territories to furnish information on the present status of village connectivity, physical and financial requirements for connecting the remaining unconnected villages, etc. with a view to accelerate the pace of construction of rural link roads for connecting villages.

(d) Information on State-wise number of villages with population of 1000 or more which have been connected by link roads by 31st March, 1996 is given in the Statement enclosed.

Statement

State-wise connectivity of Villages with population 1000 and above

(As on 31-3-1996)

States/U.Ts.	Total No. of villages	Total No. of villages connected*
1	2	3
1. Andhra Pradesh	13467	11647
2. Arunachal Pradesh	81	71
3. Assam	3719	3719

1	2	3
4. Bihar	14332	9359
5. Goa	226	201
6. Gujarat	8300	8292
7. Haryana	3470	3468
8. Himachal Pradesh	459	450
9. Jammu & Kashmir	1178	1035
10. Karnataka	8396	6915
11. Kerala	1262	1262
12. Madhya Pradesh	7337	5742
13. Maharashtra	11328	11162
14. Manipur	277	268
15. Meghalaya	109	109
16. Mizoram	342	342
17. Nagaland	240	240
18. Orissa	6173	5811
19. Punjab	3346	3346
20. Rajasthan	5707	5280
21. Sikkim	69	64
22. Tamil Nadu	6432	6424
23. Tripura	535	535
24. Uttar Pradesh	22295	18529
25. West Bengal	10420	6705
<i>Total States</i>	<i>129508</i>	<i>110976</i>
Union Territories		
26. A & N Islands	31	31
27. Chandigarh	16	16
28. Dadra & Nagar Haveli	38	38
29. Daman & Diu	15	15
30. Delhi	160	160
31. Lakshdweep	-	-
32. Pondicherry	84	84
<i>Total Union Territories</i>	<i>344</i>	<i>344</i>
Grand Total	129852	111320

* Anticipated

[English]

Mega City Project

2811. SHRI ANANTH KUMAR : Will the PRIME MINISTER be pleased to state :

(a) whether the Government of Karnataka has

sought Central assistance to the tune of Rs. 10 crores before the end of current financial year for Bangalore Mega City Project;

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

(c) the time by which the amount is likely to be released for the above Project?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) The Government of Karnataka has sought the release of Central share for the year 1996-97 though no specific amount has been indicated.

(b) and (c) An amount of Rs. 7.50 crores has already been released by the Central Government under Bangalore Mega City Scheme to the nodal agency in Karnataka. Further release of funds would depend on the receipt of complete information regarding utilisation of the funds already released and the extent of release of the share of the State Government.

Power Generated by Mullaperiyar Dam

2812. SHRI MULLAPPALLY RAMACHANDRAN : Will the PRIME MINISTER be pleased to state :

(a) the details of sharing of power generated by Mullaperiyar dam between Kerala and Tamilnadu;

(b) whether any proposal have been received from either State to review the rate of sharing of Power generated by this dam; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (DR. S. VENUGOPALACHARI) : (a) to (c) The information is being collected and will be laid on the Table of the House.

Missing of Land Records

2813. SHRI JANG BAHADUR SINGH PATEL : Will the PRIME MINISTER be pleased to state :

(a) whether the land records in Ghaziabad have been found missing;

(b) if so, the facts thereof; and

(c) the action taken thereon including the punitive action proposed to be taken against those responsible in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) The Municipal

Corporation of Ghaziabad has informed that no land records are missing.

(b) and (c) Do not arise.

Captive Power Project

2814. SHRI BHAKTA CHARAN DAS : Will the PRIME MINISTER be pleased to state :

(a) whether the Government have allowed Captive Power projects and independent power producers to adopt the MOU route instead of the mandatory international competitive bidding route;

(b) if so, the details thereof; and

(c) the guidelines issued by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (DR. S. VENUGOPALACHARI) : (a) to (c) Yes, Sir. With a view to facilitate establishment of captive power units and establishment of generating stations by Independent Power Producers (IPPs) exclusively for the captive use of an industry or a group of industries, without involving any sale to the State grid, the Government of India have decided that the selection of such IPPs through competitive bidding by the States or State Electricity Boards would not be required.

Single Directive

2815. LT. GENERAL SHRI PRAKASH MANI TRIPATHI : Will the PRIME MINISTER be pleased to state :

(a) whether the "Single Directive" issued in 1988, has prohibited the Central Bureau of Investigation (CBI) from investigating Joint Secretary level bureaucrats and above on corruption, without prior permission of the Government; and

(b) if so, the number of cases where permission has been granted by the Government during the last three years, year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : (a) According to the procedure prescribed for investigation against decision making officers of the level of Joint Secretary and above of the Government of India, the CBI requires prior sanction of the Secretary of the administrative Ministry/Head of Department of an Organisation before initiating investigation. This procedure is to ensure that the honest officers are protected against vexatious, frivolous and malicious investigation while corrupt and the guilty are punished.

(b) During the last three years i.e. 1994, 1995 and 1996, permission for investigation has been granted in 35 cases as under :

Year	No. of cases in which permission has been granted.
1994	9
1995	12
1996	14
Total :	35

Hydrocarbon Resources

2816. SHRIMATI VASUNDHARA RAJE : Will the PRIME MINISTER be pleased to state :

(a) the total Hydrocarbon resources established from survey in Eighth Five Year Plan;

(b) the total hydrocarbon produced during the plan period; and

(c) the hydrocarbon production projected for Ninth Five Year plan?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) : (a) In the first four years of the VIII Five Year Plan period, the inplace reserve accretion of hydrocarbons has been estimated at about 427 MMT of oil and oil equivalent of gas. The reserves for the terminal year of the plan period are yet to be estimated.

(b) During the VIII Five Year Plan period, the total production is estimated to be about 255.14 MMT of oil and oil equivalent of gas.

(c) The production for the IX Five Year Plan period is 292 MMT of oil and oil equivalent of gas.

R and D in Biotechnology

2817. SHRI ANNASAHIB M.K. PATIL : Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state :

(a) the Central sector schemes for promotion and development of R and D in Bio-Technology details thereof;

(b) the details of financial assistance provided and actually utilised for education and R and D of biotechnology during the last five years with State-wise break-up and achievement reported;

(c) the details of foreign assistance received for major projects and progress achieved under these projects;

(d) the details of new proposals received from Maharashtra seeking financial support/external assistance and action taken/proposed thereon; and

(e) the major achievements so far in the field of biotechnology and perception for the next five years?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION AND MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI YOGINDER K. ALAGH) : (a) to (e) The Department of Biotechnology (DBT) has the mandate to support Research and Development in identified areas of modern biology and biotechnology, set up new centres of excellence and infrastructural facilities, demonstrate large scale use of biotechnology, human resource development, evolve biosafety guidelines, enabling manufacture and application of cell based vaccines, support autonomous institutions, and international collaboration in emerging areas of importance to the nation.

During the last five years, the department took several new R and D initiatives for the development of biotechnology covering the following areas :—

Transgenic research in plants and animals; mission mode programmes in biofertilisers, biological pest control, and aquaculture; Seribiotechnology; Medicinal and Aromatic plants; Human Genetics; Neuro sciences; Development of diagnostic kits for communicable diseases, e.g. AIDS; Food Biotechnology; Strengthening of microbiology research and industrial applications; bioprospecting and biodiversity; training and large scale field demonstration of tissue culture plants; establishment of a Centre for Plant Molecular Biology at Delhi University (South Campus); a centre for DNA finger printing and diagnostics has been established at Hyderabad; strengthening the bioinformatics and biocomputing facilities for supporting research in modern biology and biotechnology.

During the last five years (1992-97), as against the total outlay of Rs. 265.00 crores allotted to the department, an amount of Rs. 362.0 crores has been actually utilised as on February, 1997 on various programmes of biotechnology. Similarly the outlay for human resource development and R and D in identified areas of biotechnology was Rs. 30.00 crores and Rs. 70.00 crores with actual utilization of Rs. 29.00 crores and Rs. 161.00 crores respectively. The state-wise breakup of financial assistance provided for human resource development and R and D is detailed at Statement I and II.

Foreign assistance received under Indo-Swiss, Indo-Swedish, Indo-USAID R and D projects under bilateral programmes and UNDP/FAO/UNIDO sponsored Farmer Centred Agriculture Resource Management Programme was of the order of Rs. 20.34 crores (US\$ 5.65 Million @ of US\$ 1 = Rs. 36).

In so far as the state of Maharashtra is concerned, there are about seventy ongoing projects sanctioned during the period of last five years (1992-97). During the year 1996-97 about 12 projects have been received from different National laboratories/Universities. Out of them eleven projects are under active processing and one is already approved.

During the last five years there have been many research leads/achievements available in terms of transgenic plants, diagnostic kits, and biofertilizers and biocontrol agents. More than 25 lakhs plants raised from tissue culture are being planted in the field covering an area of 2000 ha. Tissue cultured cardamom has given 40% increase in the yield covering an area of 102 ha. Protocols for multiplication of economically important species have been perfected. Eight new biopesticide formulations have been developed and two pilot plants are producing biocontrol agents for the use by the farmers. For biofertilizers, 7000 experimental demonstrations have been conducted and about 6000 farmers trained in the use of blue green algae and rhizobial technology. Probes for sexing of embryos have been tested with 100% accuracy. The leprosy vaccine is under Phase-III clinical trials with encouraging results. Liposomal intercalated amphoterecin B has been successful in clearing systemic fungal infection. More than 10,000 scientists are using the bioinformatics network. More than 30 demonstration projects have given good results for the SC/ST population, benefiting about 15,000 target groups. Biodiversity conservation through molecular approaches has been successful in mangroves and in some parts of Rajasthan, and Gujarat. The gene banks for medicinal and aromatic plants have thousands of accessions and are also helping the farmers by providing high quality planting material of important species. Close linkages have been established with state level institutions, universities, departments, voluntary agencies and other national laboratories.

To realise the full potential of biotechnology, a major thrust will be provided for bioproduct development, specially using the biological resources of the country. Mission mode programmes, research, development and demonstration activities would be started in the emerging area of genome mapping, transgenic research, combinatorial chemistry, drug designing and drug development, prospecting of biological resources, development of diagnostics for new infections, genetic counselling, setting up of genetic enhancement centres, and micropropagation parks etc. The necessary biosafety guidelines have also been evolved. Human resource programme would be expanded in other regions of the country taking note of the location specific requirements and training needs. The proposed allocation in the Annual Plan (1997-98) for the Department is Rs. 107 crores.

GOVERNMENT OF INDIA
MINISTRY OF SCIENCE AND TECHNOLOGY
DEPARTMENT OF BIOTECHNOLOGY

Statement-I

*State-wise grant approved for the period :
01/03/92 to 01/03/97*

Towards R and D activities in Biotechnology

State	No. of Projects	Total Cost (Rs. in lakhs)
Andaman and Nicobar	2	39.06
Andhra Pradesh	16	1187.37
Assam	4	57.55
Bihar	3	25.88
Chandigarh	9	266.64
Delhi	49	1636.41
Goa	2	137.20
Gujarat	8	790.33
Himachal Pradesh	3	76.59
Haryana	3	50.77
Jammu and Kashmir	5	65.29
Karnataka	30	1423.95
Kerala	17	661.29
Manipur	1	12.93
Maharashtra	43	2256.63
Madhya Pradesh	8	188.02
Orissa	5	236.38
Punjab	2	16.93
Rajasthan	5	311.82
Tamil Nadu	41	1450.36
Uttar Pradesh	32	939.90
West Bengal	17	319.89

Statement-II

*Statewise details on grants provided under PG/PD
programme during past five year*

States	(Rs. in Lakhs)
1	2
1. Assam	54.08
2. Uttar Pradesh	224.13
3. Tamil Nadu	204.67
4. West Bengal	135.64
5. Andhra Pradesh	96.88
6. Madhya Pradesh	40.36

1	2
7. Punjab	76.72
8. Karnataka	130.70
9. Maharashtra	223.48
10. Gujarat	54.90
11. Kerala	41.57
12. Rajasthan	41.22
13. Himachal Pradesh	37.43
14. Delhi	251.54
15. Goa	35.78

Drinking Water Facility

2818. SHRI VENKATARAMI REDDY ANANTHA : Will the PRIME MINISTER be pleased to state :

(a) whether the Government of Andhra Pradesh has sent any scheme under Accelerated Urban Water Supply Programme and other schemes to the Union Government seeking funds to ensure supply of drinking water to water starved towns;

(b) if so, the details thereof including the estimated cost proposed by the State Government in regard to each of the city; and

(c) the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) to (c) The Government of Andhra Pradesh (Health and Municipal Engineering Department) has reported that no schemes under the Accelerated Urban Water Supply Programme (AUWSP) and other schemes have been sent to the Union Government seeking funds to ensure supply of drinking water to water starved towns. However, a project proposal entitled 'Protected Water Supply Scheme for Bhattiprolu' having a population of 15169 (as per 1991 Census) and at an estimated cost of Rs. 10 lakhs was submitted by the State Government (Panchayati Raj and Rural Development Department) to this Ministry for Central assistance under the AUWSP. The State Government has been advised to obtain the approval of the State Selection Committee for this scheme in accordance with the existing guidelines of the scheme.

CBI Cases in Gujarat

2819. SHRI N.J. RATHWA : Will the PRIME MINISTER be pleased to state :

(a) the number of cases taken up by the Central Bureau of Investigation in Gujarat during 1994, 1995 and 1996;

- (b) the progress made in this regard so far;
- (c) the number of cases in which charge-sheet have been filed during the above period; and
- (d) the number of cases in which charge-sheets are likely to be filed?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : (a) A total of 171 cases were taken up by CBI in Gujarat for investigation, during the years 1994, 1995 and 1996, as under :

Year	No. of Cases Regd.
1994	62
1995	54
1996	55
Total :	171

(b) and (c) Out of the above 171 cases including those cases which were pending investigation before 1994, charge-sheets have been filed in the court of law, in 110 cases after finalisation of investigation and 34 cases have been referred to the concerned Ministries/Departments for regular departmental action.

(d) No time frame can be indicated for filing of charge-sheet which depends on inter-alia the nature of available evidence. After completion of investigation, the cases are scrutinised, the evidence assessed by Senior Law Officers etc. of the CBI to determine on merits of each case, whether there is sufficient evidence for filing a charge-sheet.

Migration

2820. SHRI TARIQ ANWAR :
 PROF. OM PAL SINGH NIDAR :
 SHRI ANANT KUMAR HEGDE :

Will the PRIME MINISTER be pleased to state :

- (a) whether mass migration has been reported from militancy affected areas of Rajouri district of Jammu and Kashmir;
- (b) if so, the reasons therefor;
- (c) the total number of families reported to have migrated from Darhal and Budhal areas of the district to safer places; and
- (d) the steps taken to bring the migrants back?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : (a) to (d) According to available information there has not been any mass

migration from Rajouri district of Jammu and Kashmir. However, temporary migration of around 125 families from Darhal and Budhal areas in Rajouri district were reported. After assurances were given by the local administration and various confidence building measures taken, the families are reported to have returned to their native places. The measures taken to contain terrorist activities and possibilities of migration include establishment of Village Defence Committees, intensified vigilance/patrolling on the border/LOC and in the hinterland, sustained operations to flush out militants, establishment of pickets in vulnerable areas, efforts to further strengthen and reactivate the local police, strengthening of the intelligence machinery, streamlining of the arrangements for coordination among the various security agencies, etc.

The operations of the Security Forces and various aspects of the Security Situation are being kept under close and continuous review both at the State and Central Governments level.

Occupation of Accommodation

2821. SHRI MUKHTAR ANIS : Will the PRIME MINISTER be pleased to state :

- (a) the names of former Ministers in occupation of residential accommodation allotted to them as Minister as on January 1, 1997; and
- (b) the names of former MPs in such occupation as on January 1, 1997?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) and (b) The information is being collected and will be laid on the Table of the Sabha.

MPLADS Changes and Allocation

2822. SHRI NARAYAN ATHAWALAY : Will the Minister of PLANNING AND PROGRAMME IMPLEMENTATION be pleased to state :

- (a) whether the Government have restructured Member of Parliament Local Area Development Scheme;
- (b) if so, the details of the changes carried out and present status of the scheme;
- (c) total funds allocated for the current year;
- (d) the funds released so far; and
- (e) the reasons for delay in release of funds?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION AND MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI YOGINDER K. ALAGH) : (a) and (b) Revised guidelines for MPLAD Scheme were

issued on 15.2.1997, superseding the previous guidelines. A copy of the revised guidelines has been issued to all the Hon'ble Members of Parliament.

(c) The budget provision for the Scheme in the current year is Rs. 790.00 crores.

(d) and (e) An aggregate amount of Rs. 775.50 crores has been released so far for the year 1996-97. There was no significant avoidable delay.

Energy Conservation Programme

2823. SHRI S.D.N.R. WADIYAR : Will the PRIME MINISTER be pleased to state :

(a) whether the Government have been laying stress on energy conservation;

(b) if so, the States and Union Territories where energy savings drive has been launched; and

(c) the steps taken by the Government to achieve success in implementing the above objectives?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (DR. S. VENUGOPALACHARI) : (a) Yes, Sir.

(b) The agencies engaged in the area of energy conservation are carrying out Energy Conservation Programmes in almost all the States and Union territories.

(c) The strategy of the Government for conservation of power inter alia includes :

- awareness, education and training;
- support for energy audits, and research/demonstration projects;
- fixing and promoting energy efficiency standards for electrical appliances;
- formulating energy consumption norms for various energy intensive sectors;
- fiscal and financial incentives;
- institutional and organisational arrangements;
- strengthening the data/information base on energy consumption and efficiency improvements;
- reduction of transmission and distribution losses.

Migration from Kashmir Valley

2824. SHRI I.D. SWAMI : Will the PRIME MINISTER be pleased to state :

(a) whether the Government are aware of large scale migration of people belonging to a particular religion from Kashmir Valley to Jammu region;

(b) if so, the details thereof; and

(c) the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : (a) to (c) In the wake of the targetted attacks by the militants against innocent civilians, particularly the Kashmiri Pandit community, in the initial years of militancy, a vast majority of the Kashmiri Pandits and a sizeable number of other minorities had left the Kashmir Valley and migrated to the Jammu region of the State as also to other parts of the country. 26933 families of Kashmiri migrants have been registered in Jammu. These migrants are being given cash relief, ration and other facilities by the Government of Jammu and Kashmir. These migrants include migrant State Government employees. The State Government employees who could not be adjusted against posts in the Ladakh or Jammu region are being given leave salary without doing any work. After the installation of the popular Government process for their return is likely to start and the State Government is preparing an action plan for the return of the migrants which may take some time as the matter has to be tackled on a politico-economic basis. Meanwhile, the migrants will continue to get the benefits being given.

ISI Activities

2825. SHRI SANAT KUMAR MANDAL : Will the PRIME MINISTER be pleased to state :

(a) whether attention of the Government has been drawn to the news-item captioned "Islamic militants too, seek a separate State" appearing in the 'Sunday Observer of Business and Politics', New Delhi dated January 19-25, 1997;

(b) if so, the facts thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : (a) to (c) Yes, Sir. Government have reports that meetings between Pak ISI functionaries and anti-national elements have been taking place from time to time. Government have taken several steps which include gearing up of intelligence machinery, border fencing, intensification of border patrolling, supply of equipments for effective observation during day and night, increase in number of Nakas as well as sensitising and alerting the State Government regarding movement of Pak ISI agents, anti-national elements and insurgents. In addition, Government have been continuously appraising friendly countries about the continuous support in terms of equipment, arms and training given by Pakistan to terrorists in India. It has been made clear that the Government is committed to

safeguarding India's national interests and ensuring its territorial integrity.

Transfer of Obsolete Technology

2826. DR. T. SUBBARAMI REDDY :
SHRI YELLAIHA NANDI :

Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state :

(a) whether the Prime Minister has urged the West to avoid transfer of obsolete technology to the developed Nations in the name of technology transfer;

(b) whether the Prime Minister has urged the Indian scientists to find suitable alternatives to tackle the barriers being created by the West;

(c) whether it is also a fact that India has become one of the most easy centres for dumping obsolete technology; and

(d) if so, the action the Government propose to take in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION AND MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI YOGINDER K. ALAGH) : (a) and (b) The Prime Minister while inaugurating the 84th session of the Indian Science Congress called upon the scientists to ensure that transfer of technologies to developing countries takes place keeping in view their appropriateness to local needs, environmental considerations etc. He also desired of the scientists to

ensure availability of suitable and effective alternatives to tackle the barriers to the flow of technologies to the country.

(c) No Sir.

(d) Does not arise.

[Translation]

On-going Power Projects

2827. SHRI JAI PRAKASH AGARWAL : Will the PRIME MINISTER be pleased to state :

(a) the separate details of private and public sector on going power projects at present in the country, State/ Union Territory-wise and location-wise;

(b) the details of progress made and capacity of each project during the last three years, year-wise;

(c) whether any review, investments and additional capacity of these projects has been made; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (DR. S. VENUGOPALACHARI) : (a) The status/ anticipated date of commissioning of sanctioned/on-going power projects in the State. Central and Private Sector in the country is given in the Statement-I.

(b) Details of project-wise capacity addition during 1993-94, 1994-95 and 1995-96 are at Statement-II.

(c) and (d) Public investments and capacity addition programmes are reviewed periodically to decide about the plan outlays.

Statement-I

Sanctioned/Ongoing Hydro and Thermal Power projects

State/Project	Type	Cap (MW)	Status/Anticipated year of Commissioning
1	2	3	4
Haryana			
1. Dadupur	H	6	Project posed to private sector
2. Panipat ST IV Unit 6	T	210	Project being posed to private sector.
Himachal Pradesh			
1. Ghanvi	H	22.5	2001-02
2. Uhl	H	70	Project posed to private sector.
3. Larji	H	120	Major works not started due to paucity of funds.
4. Baspa Stage-II HEP	H	300	Project is being implemented in the private sector.
Jammu and Kashmir			
1. Upper Sindh II and Extension	H	105	Progress slow due to law and order problems.
2. Kishan Ganga	H	330	Project to be implemented by J & K

1	2	3	4
Punjab			
1. Shahpur Kandi	H	108	Finances yet to be tied up. Project being posed to private sector.
2. Ranjit Sagar	H	600	Slow progress due to fund constraints. Expected commissioning in 1998-99.
3. GNDTP Bhatinda St III	T	420	Expected Commissioning in 1997-98.
Rajasthan			
1. Jakham	H	5	Project being posed to private sector
2. Suratgarh	T	500	Paucity of funds/Expected Commissioning in 1997-99.
Uttar Pradesh			
1. Vishnu Prayag	H	400	Project posed to private sector.
2. Srinagar	H	330	Project posed to private sector.
3. Sobla	H	6	Expected Commissioning in 1997.
4. Lakhwar Vyasi	H	420	Fund constraints. Expected commissioning beyond Ninth Plan.
5. Maneri Bhali-II	H	304	Funds Constraints. Project posed to private sector.
6. Tanda U-4	T	110	Expected Commissioning in 1997.
Central Sector (NR)			
1. Nathpa Jhakri (HP)	H	1500	Delay in award of civil works. Expected commissioning in 2002.
2. Dulhasti (J and K)	H	390	Progress slow due to law and order problems.
3. Uri (J and K)	H	480	These units have since been rolled (commissioned)
4. Tehri St I (UP)	H	1000	Fund constraints and rehabilitation problems of oustees.
5. Dhauri Ganga (UP)	H	280	Fund constraints. Expected commissioning in 2005.
6. Feroz Gandhi Unchahar St-II (UP.)	T	420	Expected commissioning in 2000.
7. Barsingsar (Raj.)	T	420	Scheme was dropped by Neyveli Lignite Corporation in Sept., 96. Posed to Pvt. Sector by Government of Rajasthan.
Gujarat			
1. Kadana PSS	H	60	Expected commissioning in 1997.
2. Sardar Sarovar (Multi-State)	H	1450	Fund constraints and problems of R and R and raising of height of main dam. Expected commissioning in 2002.
3. Kutch Lignite U-3	T	75	Expected commissioning in 1997.
4. Gandhinagar TPS U-5	T	210	Expected commissioning in 1997.

1	2	3	4
5. Hazira CCGT	T	515	Project being implemented in the Private Sector.
6. Paguthan CCGT	T	655	Project being implemented in the Private sector.
Madhya Pradesh			
1. Bansagar Tons Ph. II and III	H	90	Slow progress due to fund constraints.
2. Bansagar Tons Ph. IV	H	20	Slow progress due to resettlement and rehabilitation problems of oustees.
3. Sanjay Gandhi Ext. (Birsingpur)	T	420	Funds constrains. Expected commissioning in 1998-99.
4. Pench	T	420	Project posed to Private Sector.
5. Korba West Ext.	T	420	Project posed to Private Sector.
6. Narmada Sagar	H	1000	Slow progress due to fund constraints.
7. Bodh Ghat	H	500	Clearance from Forest angle awaited.
8. Raj Ghat	H	45	Slow progress due to fund constraints.
9. Maheshwar HEP	H	400	Project is being implemented in the Private Sector.
Maharashtra			
1. Warna	H	16	Delay in PH Civil works. Expected commissioning in 1997-98.
2. Koyna St IV	H	1000	Slow progress due to ordering of TG Sets and civil works.
3. Dudh Ganga	H	24	Slow progress due to ordering of Civil works. Expected commissioning in 1998.
4. Dimbhe	H	5	Slow progress due to ordering of civil works. Expected commissioning in 1997.
5. Ghatghar PSS	H	250	Infrastructural works taken up.
6. Uran Wate Heat-3	T	120	Execution schedule deferred due to shortage of gas supply.
7. Khaperkheda Ext ST II	T	420	Project earlier posed to private sector. Now State Govt. has decided to implement in State Sector.
8. Chandrapur	T	500	Expected commissioning in 1997.
9. Dabhol CCGT	T	740	Project is being implemented in the Private Sector.
Central Sector (WR)			
1. Vindhayachal STPP ST II (MP)	T	1000	Expected commissioning in 2001.
Andhra Pradesh			
1. Srisailam LBPH	H	900	All major civil works in progress. Major equipment received. All units expected by 2001.

1	2	3	4
2. Singur	H	15	Award of civil works delayed. Expected to be commissioned by 1997-98.
3. Somasila	H	10	Project delayed due to environmental clearance. Expected commissioning by 1999-2000.
4. AP PH at Balimela	H	60	Work held up due to inter-state dispute with Orissa.
5. Rayalseema St II	T	420	Funds constraints. Project is being proposed for External Assistance from OECF.
6. Kothagudem St V	T	500	Expected commissioning by September, 1997.
7. Jegurupadu CCP	T	216	Project is being implemented in the private sector.
8. Godavari CCGT	T	208	Project is being implemented in the private sector.
Karnataka			
1. Dandeli	H	60	Nonavailability of forest clearance is delaying the execution.
2. Kalinadi II	H	270	All units expected to be commissioned by 1998.
3. Brindaban	H	12	Tender evaluation for civil works in progress.
4. Bhadra RBC	H	6	Delay in start of works due to non-completion of repair works of breached canal.
5. Shravati	H	240	Works have been suspended due to non-issue of MOEF clearance.
6. Bedthi	H	210	Non-issue of environmental clearance.
7. DG Sets	T	78	Scheme being posed to Private Sector.
8. Raichur TPS	T	420	Process of financial tie-up is in progress.
Kerala			
1. Lower Periyar	H	180	Slow progress of civil works. Expected to be commissioned by 1997.
2. Malankara	H	7	Delay in the civil works.
3. Kakkad	H	50	Delay in commencement of civil works. Geological problems.
4. Poringalkuthu	H	16	Major supplies are complete. Erection of equipment and power house construction to be taken up.
5. Kuttiyadi Ext	H	50	Expected to be now commissioned by 2001-02 after MOU with private agency was scrapped.

1	2	3	4
6. Anakkayan	H	8	Work yet not started.
7. Puyankutty St I	H	240	Forest clearance is not received.
8. Brahmpuram DG Sts	T	100	Erection work of all DG Sets (units 5) and construction of fuel handling facilities are in progress.
9. DG Kozikhode	T	120	Details are awaited from the State Government.
Pondicherry			
1. Karaikal	T	15	Letter of intent for supply of main plant and equipment has been placed. Expected commissioning in 1998.
Tamil Nadu			
1. Lower Bavani Dam RBC	H	8	All infrastructural works completed. Power House civil works are in progress.
2. Satnur Dam	H	7.5	All infrastructural works completed. Order for supply, erection and commissioning have been placed.
3. Parson's Valley (Kundah V Extension)	H	30	Excavation works complete. Other civil works orders and order for equipment placed. Expected commissioning by 2000.
4. Pykara Ultimate St	H	150	Tenders for transmission and generation equipment under finalisation. Expected commissioning by 2002.
Central Sector (SR)			
1. Kayamkulam	T	400	Expected commissioning in 2000.
2. Neyveli-Zero Unit	T	210	Project posed to Private Sector.
Bihar			
1. Chandil	H	8	Civil works complete. Progress is slow due to fund constraints.
2. North Koel	H	24	Dam is almost complete. Work is slow due to funds constraints.
3. Tenughat St II	T	630	Funding to be tied up.
4. Muzaffarpur TPP	T	500	Funding to be tied up.
Orissa			
1. Upper Indravati	H	600	All the major civil works are nearing completion. Other equipment has been received. Expected commissioning in 1999-2001.
2. Potteru	H	6	Slow progress due to fund constraints and forest clearance.
3. Balimela II	H	150	Being executed with Russian aid on turnkey basis. Expected commissioning in 1998-99.

1	2	3	4
4. Bargarh Canal	H	9	Tenders for execution of E and M and civil works are awaiting State Government clearance.
5. Ib Valley Ph II	T	420	Project posed to Private Sector
West Bengal			
1. Teesta Falls I-IV	H	67.5	Slow progress of works due to fund constraints. Expected commissioning in 1998.
2. Rammam St I	H	36	Work not started. Project being posed to Private Sector.
3. Purulia	H	900	OECF agreement signed in 1995. Expected commissioning in 10th Plan.
4. Bakreshwar	T	1050	Expected commissioning in 1999-2000.
5. Budge Budge	T	500	Slow progress of work due to fund constraints.
Sikkim			
1. Rothangchu	H	30	E and F clearance is awaited.
Central Sector (ER)			
1. Koel Karo (Bihar)	H	710	Fund constraints and problems of land acquisition and rehabilitation.
2. Rangit (Sikkim)	H	60	Slow progress of civil works.
3. Farakka III	T	500	Funding arrangements to be finalised. Work suspended due to evacuation reasons.
4. Mejia	T	630	Unit 1 already synchronised. Expected commissioning of Unit 2 in 1997 and Unit 3 in 1998.
North Eastern Region			
Arunachal Pradesh			
1. Nuranang	H	6	Project entrusted to private agency for execution on turnkey basis.
Assam			
1. Karbi Langpi	H	100	Project is now being implemented by NEEPCO.
2. Dhansiri	H	20	Slow progress due to fund constraints and law and order problems.
3. Amguri CCGT	T	210	Project being posed to Private Sector.
Mizoram			
1. Serlui B	H	9	Delay due to non finalisation of contract for project works.

1	2	3	4
Nagaland			
1. Likimro	H	24	Slow progress of civil works due to fund constraints.
Tripura			
1. Rokhia U 5 and 6	T	16	Expected commissioning in 1997.
Central Sector (NER)			
1. Doyang (Nagaland)	H	75	Slow progress due to fund constraints and law and order problems.
2. Ranganadi (Ar. Pradesh)	H	405	Slow progress due to fund constraints.
3. Kopili (Assam)	H	100	Unit 1 spun in November, 1996. Second unit expected in 1997.
4. Kathalguri CCGT (Assam)	T	123.5	Unit 6 of GT of 33.5 MW already synchronised. Expected commissioning of Steam Turbine units 3x30 MW in 1997.
5. Agartala GT (Tripura)	T	84	Expected commissioning in 1997.

Statement-II*Capacity Addition 1993-94*

Project	State	Type	Sector	Capacity (MW)
1	2	3	4	5
Chamera I, U-1, 2 and 3	H.P.	H	C	540
Salal II, U-2	J and K/NHPC	H	C	115
Dadri CCGT, ST-1 and 2	U.P./NTPC	T	C	293
N' Capital U-4	U.P./NTPC	T	C	210
Pampore GT, U-1,2,3	J and K	T	S	75
Kota U-5	Rajasthan	T	S	210
Anpara 'B' U-4	U.P.	T	S	500
Hasdeo Bango U-1	M.P.	H	S	40
Gandhar GT U-1 and	Gujarat/NTPC	T	C	262
Trombay GT U-1	Maharashtra	T	P	120
Utran St U-1	Gujarat	T	S	45
Birsingpur U-2	M.P.	T	S	210
Uran W.H U-1	Maharashtra	T	S	120
Penna Ahobilam U-1 and 2	A.P.	H	S	20
Upper Sileru U-1	A.P.	H	S	60
Mallapur U-1 and 2	Karnataka	H	S	9
Kallada U-2	Kerala	H	S	7.5
Neyveli U-7	Tamil Nadu/NLC	T	C	210
Vijayawada U-5	A.P.	T	S	210
Rayalaseema	A.P.	T	S	210
Yelhanka DG	Karnataka	T	S	106.6

1	2	3	4	5
Sone Western U-3	Bihar	H	S	1.65
Upper Rognichu U-3 and 4	Sikkim	H	S	4
Kahalgaon U-2	Bihar/NTPC	T	C	210
Farakka STPP U-5	W.B./NTPC	T	C	500
Kolaghat U-4	W.B.	T	S	210
Lakwa U-5 and 6	Assam	T	S	40
<i>Total Capacity :</i>				4538.75
<i>Capacity Addition 1994-95</i>				
Salal II U-3	J and K	H	C	115
Thirot	H.P.	H	S	1.5
I.P W.H U-1	Delhi	T	S	34
Pampore	J and K	T	S	25
Ramgarh GT	Rajasthan	T	S	3
Anpara 'B' U-5	U.P.	T	S	500
Bhira PSS I	Maharashtra	H	P	150
Hasdeo Bange U-2 and 3	M.P.	H	S	80
Manikdoh	Maharashtra	H	S	6
Kakarpara U-2	Gujarat/DAE	N	C	220
Gandhar CCGT U-3	Gujarat/NTPC	T	C	131
Gandhar ST	Gujarat/NTPC	T	C	255
Dahanu I and II	Maharashtra	T	P	500
Trombay St I	Maharashtra	T	P	60
Uran WH U-2	Maharashtra	T	S	120
Upper Sileru	A.P.	H	S	60
Kallada	Kerala	H	S	7.5
Rayalseema U-1	A.P.	P	S	210
Vijayawada U-6	A.P.	T	S	210
Raichur	Karnataka	T	S	210
North Madras I and II	Tamil Nadu	T	S	420
Eastern Gandak	Bihar	H	S	5
Rammam II, U-1 and 2	W.B.	H	S	25
Kahalgaon U-3	Bihar/NTPC	T	C	210
Talcher	Orissa/NTPC	T	C	500
Tenughat	Bihar	T	S	210
Ib Valley I	Orissa	T	S	210
Kathalguri GT U-1,2,3	Assam/NEEPCO	T	C	100.5
Lakwa GT II	Assam	T	S	20
<i>Total Capacity :</i>				4598.5
<i>Capacity Addition 1995-96</i>				
Thirot U-2 and 3	H.P.	H	S	3
Baner U-1, 2 and 3	H.P.	H	S	12

1	2	3	4	5
Kargil U-1,2 and 3	J and K	H	S	3.75
I.P.W.H U-3 and 4	Delhi	T	S	68
Ramgarh GT, U-2	Rajasthan	T	S	35.5
Kadana PSS U-3	Gujarat	H	S	60
Surya	Maharashtra	H	S	6
Bandardhara U-1	Maharashtra	H	S	34
Hazira CCGT U-1,2 and 3	Gujarat	T	P	330
North Madras U-3	Tamilnadu	T	S	210
Basin Bridge U-1,2,3 and 4	Tamilnadu	T	S	120
Sone Eastern Canal, U-1 and 2	Bihar	H	S	3.3
Rammam II, U-3 and 4	W.B.	H	S	25
Kahalgau	Bihar/NTPC	T	C	210
Talcher U-2	Orissa/NTPC	T	C	500
Mejia U-1	W.B./DVC	T	C	210
Ib Valley, U-2	Orissa	T	S	210
Kathalguri GT, U-4 and 5	Assam/NEEPCO	T	C	67
Rokhia III, U-1 and 2	Tripura	T	S	16
Total Capacity :				2123.55

LPG Agencies

2828. SHRI RAJESH RANJAN ALIAS PAPPU YADAV :
 DR. LAXMINARAYAN PANDEY :
 SHRI DATTA MAGHE :
 SHRI MAHENDRA KARMA :
 SHRI TILAK RAJ SINGH :
 SHRI MANIBHAI RAMJIBHAI CHAUDHARI :

Will the PRIME MINISTER be pleased to state :

(a) the number of petrol/diesel retail outlets and LPG agencies at present in a each State; Companywise;

(b) the number of applications received by the Union Government for allotment of petrol/diesel retail outlets and LPG agencies from each State during last year, category-wise;

(c) whether some reservations are made for SCs/STs, freedom fighters, ex-servicemen, etc.;

(d) if so, the number of applications approved, rejected and pending with the Union Government, category-wise;

(e) whether the Government propose to set up more such outlets during 1997; and

(f) if so, the locations identified so far in each State?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU):

(a) As on 1.10.1996, there were 16630 petrol/diesel

retail outlets and 5305 LPG distributorships in the country as under :

Company	RO	LPG
IOC	6633	2780
HPC	4267	1424
BPC	4309	1107
IBP	1421	Nil

(b) to (d) For award of dealerships/distributorships under normal selection procedure, the pattern of reservation is as under :

Scheduled Castes/Scheduled Tribes (SC/ST) -	25%
Physically Handicapped (PH)	- 7½%
Defence (DC)	- 7½%
Freedom Fighters (FF)	- 3%
Outstanding Sportspersons (OSP)	- 2%
Open (O)	- 55%

Applications in response to the advertisements of the oil marketing companies are received by the companies themselves. Such applications are not received by the Union Government and no record is maintained in this regard in the Government.

(e) and (f) R.O. and LPG Marketing Plans 1996-98 have not yet been finalised.

[English]

Shifting of Accommodation

2829. SHRI KASHI RAM RANA :
SHRI VIJAY HARISHCHANDRA PATEL :

Will the PRIME MINISTER be pleased to state the details of action taken by the Government for shifting of Government accommodation granted to various persons for security reasons after the revised guidelines issued by the Government on the subject?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : After the issue of the guidelines dated the 10th October, 1996, the cases of persons allotted Government accommodation on security grounds are under review. The Ministry of Home Affairs is considering the cases of the protectees in the light of fresh threat assessment in their cases.

Demand and Supply of Power in Gujarat

2830. SHRI VIJAY HARISHCHANDRA PATEL : Will the PRIME MINISTER be pleased to state :

(a) the expected requirement of power in Gujarat during the Eight Five Year Plan;

(b) whether the achievement was far below the requirements of the State;

(c) the target fixed for power generation in the State during the Ninth Five Year Plan;

(d) whether adequate financial allocation has been made to achieve the target; and

(e) if not, the reasons therefor and the steps proposed by the Government to meet the power shortage in the State?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (DR. S. VENUGOPALACHARI) : (a) and (b) The anticipated power supply position in Gujarat for the year 1996-97 (terminal year of 8th Plan) and actual power supply position in Gujarat from April-January, 1997 is given below :

(Figures in MU net)

	Anticipated 1996-97	Actual April,96-Jan.,97
Requirement	41140	31460
Availability	34223	28922
Shortage	6917	2538
% Shortage	16.8	8.1

(c) and (d) The Ninth Five Year Plan has not been finalised.

(e) Various measures being taken to improve the availability of power in Gujarat include expediting the commissioning of new generating capacity, maximising the generation from existing capacity, implementation of Renovation and Modernisation programme, reduction in T and D losses, effective load management and energy conservation measures, arranging of power from neighbouring States/System and encouraging Private Sector participation in power generation etc.

Tourist Inflow in J and K

2831. SHRI NITISH BHARADWAJ : Will the PRIME MINISTER be pleased to state :

(a) whether tourists' inflow in J and K has begun;

(b) if so, the details thereof; and

(c) the extent of loss in terms of foreign exchange that country has suffered on account of decline in tourists' inflow?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : (a) and (b) Yearwise details of the foreign tourists who visited Jammu and Kashmir State during the last three years are as under :

Year	Kashmir Valley	Ladakh	Total
1994	9014	15369	24683
1995	8198	12391	20589
1996	9592	13036	22628

(c) As far as foreign exchange is concerned, Statewise figures are not maintained. As regards foreign exchange earning in the country as a whole, the information is as under :

Year	Foreign tourist arrivals	Estimated Foreign Exchange earnings (Rs. in crores)
1994	1886433	7103.53
1995	2123683	8640.02
1996	2287860	10061.36

Hindustan Petroleum Corporation Limited

2832. SHRI SULTAN SALAHUDDIN OWAISI : Will the PRIME MINISTER be pleased to state :

(a) whether HPCL has appointed Arthur Andersen, international consultant for its restructuring exercise;

(b) the areas where the study has been conducted by this team;

(c) the main suggestions made by the team for improvement and action taken by the Government in this regard;

(d) whether other public sector companies oil sector have also appointed such consultant;

(e) if so, the results achieved by them in appointing such consultant;

(f) the total expenditure incurred by appointing such consultant?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU): (a) Hindustan Petroleum Corporation Ltd. has appointed M/s Arthur Andersen and Associates, a wholly Indian-owned firm of Consultants, for its business process re-engineering exercise.

(b) and (c) The Consultants' team has started the only in the third week of January, 1997, and the same is in preliminary stage.

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

Cess Levy

2833. SHRI SANAT MEHTA : Will the PRIME MINISTER be pleased to state :

(a) the total amount collected by way of cess levy by the Government during the last three years, year-wise;

(b) whether Oil Industry Development Board has been getting lesser than 5% of the cess collected;

(c) if so, the reasons therefor;

(d) whether fund available with OIBD is under utilised due to high rate of interest, and

(e) the steps the Government propose to take to increase substantially cess collection as also to reduce interest rate by OIBD?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU): (a) The information is given in the Statement enclosed.

(b) Yes, Sir.

(c) As per Section 16 of the Oil Industry Development Act, 1974, the cess is to be first credited to the Consolidated Fund of India and the Central Government may after due appropriation made by the Parliament by Law in this behalf pay to the Oil Industry Development Board such sums of money out of the proceeds of cess as the Government may think fit for being utilised for the development of the Oil Industry, which inter-alia, includes petroleum, petro-chemicals and fertilizers.

(d) No, Sir.

(e) There is no concrete proposal at present either to increase collection of cess or to further reduce the interest rates structure prevalent in the OIBD.

Statement

Collection of Cess on Crude Oil

(Rs./Crores)	
Year	Amount (Approx.)
1993-94	2161
1994-95	2549
1995-96	2801

Utilisation of Funds

2834. SHRI R. SAMBASIVA RAO : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) whether the Government have conducted any extensive exercise to ensure that the funds meant for rural development projects in the States do not lapse;

(b) if so, whether the Union Minister had discussions with twelve States so far;

(c) if so, the details thereof and the names of the States who have utilised the amount sanctioned to them by the Centre so far;

(d) whether the Centre have obtained the Utilisation Certificates from these States;

(e) if so, the details thereof and the projects on which the State Government have utilised these rural projects; and

(f) time by which further amount is proposed to be sanctioned to these States who have already utilised the earlier funds?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) to (c) Concerted efforts are made by the Government to ensure that funds meant for rural development programmes in the States are fully utilized every year. To achieve this objective, various measures taken include periodical meetings with State Government Ministers/Officials, meetings of State Level Coordination Committees, field inspections by the Central and State Government officials etc. Further, the Union Minister also held discussions with State Chief Ministers, Ministers in charge of Rural Development and senior officials of the State Governments during the year in respect of States such as Andhra Pradesh, Assam, Karnataka, Jammu and Kashmir, Kerala, Madhya Pradesh, Nagaland and Tripura and reviewed the progress of implementation of the schemes. The State Governments have assured that the amount sanctioned under different programmes by the Centre would be utilized fully.

(d) to (f) Statements indicating utilisation of funds in major programmes of IRDP, JRY, EAS by the States are

enclosed. Funds are released to the State Governments in instalments based on detailed information supplied

by them in accordance with the guidelines under different programmes.

Statement

Statement showing amount released/utilised during 1996-97 under IRDP, JRY & EAS

(Rs. in lakhs)

S.No.	Name of the State	IRDP		JRY		EAS	
		Release	Utilisation	Release	Utilisation	Release	Utilisation
1.	Andhra Pradesh	4065.40	6434.33	14219.46	4073.68	12840.00	4684.50
2.	Arunachal Pradesh	155.06	204.01	71.32	26.86	1230.00	408.33
3.	Assam	685.88	1078.06	2287.27	1847.71	5540.00	2248.02
4.	Bihar	2653.06	6488.96	14405.00	17645.51	12960.00	8680.60
5.	Goa	36.00	91.12	85.10	210.20	0.00	-
6.	Gujarat	1443.03	1993.24	4277.93	2955.42	4280.00	5195.48
7.	Haryana	300.3	801.69	773.39	897.81	1960.00	1286.17
8.	Himachal Pradesh	61.82	334.90	244.87	367.92	900.00	460.11
9.	J & K	191.86	412.09	773.82	526.05	2135.49	1513.11
10.	Karnataka	1522.17	3540.14	8220.94	6330.92	8830.00	6891.44
11.	Kerala	708.59	1647.81	2526.92	1856.52	2410.00	964.12
12.	Madhya Pradesh	3209.45	5450.56	13954.25	9336.97	17201.90	8216.03
13.	Maharashtra	2697.14	4628.19	8256.95	7179.64	2760.00	4800.57
14.	Manipur	134.42	216.00	91.41	131.95	810.00	392.19
15.	Meghalaya	119.39	168.67	106.95	210.00	430.00	86.79
16.	Mizoram	100.92	91.86	84.21	72.77	800.00	367.74
17.	Nagaland	83.93	92.96	114.66	-	1996.00	100.00
18.	Orissa	2178.84	3311.58	9924.28	7758.16	12730.00	8902.77
19.	Punjab	212.20	386.75	488.55	-	0.00	-
20.	Rajasthan	1392.03	1787.38	6807.61	3285.74	7880.00	6672.90
21.	Sikkim	20.53	76.82	41.75	124.94	110.00	146.63
22.	Tamil Nadu	2747.49	2319.70	11113.41	7823.24	9395.00	3922.25
23.	Tripura	301.51	368.89	229.91	605.00	1440.00	1209.00
24.	Uttar Pradesh	8583.09	13613.41	28863.54	22260.22	16540.00	7790.75
25.	West Bengal	768.50	3396.11	6075.86	7465.34	7500.00	6264.30
26.	Andaman & Nicobar	35.47	10.91	42.21	19.79	0.00	12.15
27.	Dadra & Nagar Haveli	14.99	3.53	44.57	10.50	0.00	15.46
28.	Daman & Diu	13.98	11.32	13.50	5.86	20.00	0.00
29.	Lakshadweep	6.99	2.77	21.16	21.63	100.00	46.88
30.	Pondicherry	47.39	37.61	64.68	78.94	60.00	-
31.	Chandigarh	-	-	-	-	-	-
32.	Delhi	-	-	-	-	-	-
Total		34491.43	59001.37	134225.48	103329.29	132858.39	81278.29

Theft of Staff Selection Commission Papers

2835. SHRI BHAKTA CHARAN DAS : Will the PRIME MINISTER be pleased to state :

(a) whether a flourishing racket in the theft and sale of staff Selection Commission examination question paper has been unearthed;

(b) if so, the details thereof;

(c) the persons arrested in this connection; and

(d) the action proposed to be taken against them?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : (a) to (d) As per a Report received from the Delhi Police, they have recently arrested ten persons reportedly involved in leakage/theft and sale of Staff Selection Commission's question papers in respect of Divisional Accountants/Auditors/Upper Division Clerks, etc., Examination, 1995, and Clerks' Grade Examination, 1996. The arrested persons include five Government officials working in different offices—an Under Secretary and a Lower Division Clerk in the Planning Commission, an Upper Division Clerk in the National Crime Record Bureau, a Data Entry Operator Grade 'B' in the SSC and an Upper Division Clerk in the Income-Tax Office, New Delhi— and one daily rated casual labourer in the SSC. The Government officials were placed under deemed suspension and the casual labourer was disengaged from daily rated work, by the respective offices with effect from the date of their detention in police custody. Further necessary action against them will be taken by the concerned disciplinary authorities under the provisions of the relevant service rules, besides criminal prosecution.

[Translation]

Migration

2836. SHRI PAWAN DIWAN : Will the PRIME MINISTER be pleased to state :

(a) whether a large number of people are migrating from rural areas to the urban areas;

(b) if so, the number of people who migrated to the urban areas during the last five years and the reasons therefor and the population of rural areas as compared to urban areas; and

(c) the steps taken/proposed to be taken to check the migration?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) and (b) Data on the number of people who migrated to urban areas during the last five years are not available. However, data furnished by the Office of the Registrar General of India regarding migration classified by places of last residence as per the 1991 census are given in the enclosed Statement. People migrate to urban areas because of prosperity pull factors (attraction of cities for jobs) and poverty-push factors (poor living conditions in rural areas). The population of rural areas as per 1991 census was 62.87 crores and that of urban areas was 21.76 crores.

(c) The Government of India has adopted a two-pronged approach to deal with the problems of migration of population from villages to the cities. These are development of rural areas and upgradation of living conditions of the rural poor through a number of rural development and employment generation schemes such as Jawahar Rozgar Yojana (JRY), Integrated Rural Development Programme (IRDP), Million Well Scheme (MWC), Employment Assurances Scheme (EAS), Development of Women and Children in Rural Areas (DWCRA), Training of Rural Youth for Self-Employment (TRYSEM), Drought Prone Areas Programme (DPAP) Desert Development Programme (DDP), Rural Water Supply (RWS) etc. and (ii) development of regional growth centres to enable them to emerge as places of economic growth and employment opportunities for surrounding rural hinterlands through the scheme of Integrated Development and Small and Medium Towns (IDSMT).

Statement

Migrants Classified by Place of Last Residence India-1991.

Place of last residence	Rural Urban Status of place of last residence	Place where enumerated	Total Migrants		
			Persons	Male	Female
1	2	3	4	5	6
Total Migrants	Total	Total	232,112,973	64,308,038	167,804,935
Excluding (Jammu & Kashmir)		Rural	162,467,624	32,807,219	129,660,405
		Urban	69,645,349	31,500,819	38,144,530

1	2	3	4	5	6
Migrants with last residence elsewhere in India	Total*	Total	225,887,846	61,134,303	164,753,543
		Rural	159,190,095	31,196,064	127,994,031
		Urban	66,697,751	29,938,239	36,759,512
	Rural	Total	184,955,095	44,689,030	140,266,065
		Rural	145,045,231	26,451,780	118,593,451
		Urban	39,909,864	18,237,250	21,672,614
	Urban	Total	39,899,267	16,077,065	23,822,202
		Rural	13,479,429	4,547,492	8,931,937
		Urban	26,419,838	11,529,573	14,890,265
Migrants with last residence outside India	Total	5,927,882	3,068,146	2,859,736	
	Rural	3,074,720	1,551,401	1,523,319	
	Urban	2,853,162	1,516,745	1,336,417	
Unclassifiable	Total	297,245	105,589	191,656	
	Rural	202,809	59,754	143,055	
	Urban	94,436	45,835	48,601	

Note : 1*. Unclassifiable place of last residence is included in Total.

2. Figures in this statement do not include data for Jammu and Kashmir where 1991 Census was not conducted.

[English]

Land Scam

2837. SHRI JANG BAHADUR SINGH PATEL :
SHRI RAMSAGAR :

Will the PRIME MINISTER be pleased to state :

(a) whether the attention of the Government has been drawn to the news-items captioned (i) "Government yet to acquire 'acquired' land" (ii) "Charitable trust grabs gram Sabha land" and (iii) "Files pertaining to land scam missing" appearing in the 'Hindustan Times' dated February, 21, 22 and 23, 1997 respectively;

(b) if so, the fact thereof; and

(c) the action taken thereon including the punishment proposed to be meted out to those found guilty in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) to (c) The information is being collected and will be laid on the Table of the Sabha.

Payments to Labourers

2838. DR. BALIRAM : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) whether the wages are not being paid by the Gram Pradhans to the labourers engaged in the works being undertaken by Gramsabhas in Lalganj Parliamentary constituency of Ajamgarh district in Uttar Pradesh;

(b) if so, whether the labourers are not making complaint to the Government as they are afraid of Pradhans;

(c) if so, whether the Government propose to conduct any secret enquiry into this matter;

(d) if so, by when; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) and (b) No such report has been received in this Ministry.

(c) to (e) Rural employment programmes of this Ministry are being implemented by the State Governments. As and when any complaint is received, the same is referred to the State Governments for taking necessary remedial action.

Vacation of Accommodation

2839. SHRI TARIQ ANWAR : Will the PRIME MINISTER be pleased to state :

(a) whether widows of awardees of Ashoka Chakra are being asked to vacate the Government accommodation within six months of the death of their husbands;

(b) if so, the details thereof;

(c) whether there is any proposal to allow the widows to retain the Government accommodation in recognition of services rendered by their husbands to the nation;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) No, Sir. However, the family of a deceased allottee is eligible for retention of accommodation for a period of 12 months after the death of the allottee.

(b) Does not arise.

(c) to (e) No, Sir. However, the ward/spouse of the allottee is eligible for regularisation/alternate accommodation in the event of death provided he/she is already in the Government service or has secured employment in Government service within a period of 13 months subject to the condition that dues in respect of the Government accommodation already in their possession are cleared in advance.

Higher Posts in Government of India

2840. SHRI MUKHTAR ANIS : Will the PRIME MINISTER be pleased to state :

(a) number of posts of Secretaries, Special

Secretaries, Additional Secretaries and Joint Secretaries to the Government and equivalent thereto as on 1 January, 1997;

(b) the break up of the present incumbents, in each category, by service and the relevant State Cadre; and

(c) the percentage of utilisation of deputation reserve of All India Services, State Cadre-wise?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : (a) The information may be seen in the enclosed Statement-I.

(b) The break up of the present incumbents, in each category in respect of IAS, IPS and IFS may kindly be seen in the enclosed Statements-II, III and IV respectively.

(c) The information relating to the percentage of utilisation of deputation reserve in respect of IAS, IPS and IFS, State Cadre-wise may kindly be seen in the enclosed Statements-V, VI and VII respectively.

Statement-I

Name of the Service	Secy./Spl. Secretary equiv.	DG (Rs. 7600-8000)	ADG (Rs. 7300-7600)	AS/equiv.	JS/equiv.
IAS	80	-	-	76	260
IPS	06	07	09	-	109
IFS	-	-	-	02	01
Total	86	07	09	78	370

Statement-II

Distribution of IAS Officers serving at the Centre by Cadre and Level (as on 1st January, 1997)

Date 08-Jan-97

S.No.	State	No. of Office			
		Secy. Level	Addl. Secy Level	JT. Secy Level	Secy Level
1	2	3	4	5	
1.	Assam Meghalaya	8 (3)	2 (2)	12(5)	
2.	Andhra Pradesh	6 (4)	5 (1)	16(7)	
3.	Bihar	4 (0)	8 (3)	29(11)	
4.	Gujarat	4 (1)	4 (2)	12(4)	
5.	Himachal	2 (1)	1 (1)	8 (3)	
6.	Haryana	4 (2)	3 (0)	5 (2)	
7.	Jammu & Kashmir	0 (0)	1 (0)	7 (5)	
8.	Kerala	2 (1)	2 (0)	13(5)	
9.	Karnataka	3 (1)	2 (1)	13(4)	

	1	2	3	4	5
10. Maharashtra			9 (3)	3 (1)	18(9)
11. Madhya Pradesh			10(5)	9 (2)	23(9)
12. Manipur-Tripura			1 (0)	1 (1)	8 (0)
13. Nagaland			0 (0)	0 (0)	5 (0)
14. Orissa			4 (0)	3 (1)	8 (4)
15. Punjab			2 (0)	5 (2)	1 (1)
16. Rajasthan			0 (0)	3 (1)	11(3)
17. Sikkim			0 (0)	0 (0)	1 (0)
18. Tamil Nadu			3 (0)	3 (2)	10(6)
19. Uttar Pradesh			12(2)	9 (2)	27(8)
20. Agmut			2 (0)	5 (2)	16(5)
21. West Bengal			4 (2)	7 (2)	17(7)
Total			80(25)	76(26)	260(98)

Note :- Figures in bracket shows equivalent level posts. These figures are included in the main figure.

Statement-III

Distribution of IPS Officers Serving at the Centre by Cadre and Level (as on 1st January, 1997)

S.No.	State	No. of Office			
		Secy/ equiva- lent (Rs. 8000/-)	DG (7600- 8000)	ADG (7300- 7600)	IG
1.	Assam Meghalaya	0	0	3	4
2.	Andhra Pradesh	0	0	0	4
3.	Bihar	0	0	0	7
4.	Gujarat	1	1	0	5
5.	Himachal	0	0	0	7
6.	Haryana	0	1	0	1
7.	Jammu & Kashmir	0	0	0	1
8.	Kerala	0	0	0	3
9.	Karnataka	1	1	1	4
10.	Maharashtra	0	0	0	5
11.	Madhya Pradesh	0	1	0	10
12.	Manipur-Tripura	0	1	0	3
13.	Nagaland	0	0	0	0
14.	Orissa	0	0	1	8
15.	Punjab	1	0	0	1
16.	Rajasthan	1	0	1	4
17.	Sikkim	0	0	0	0
18.	Tamil Nadu	0	0	0	3
19.	Uttar Pradesh	1	0	1	15
20.	Agmut	1	1	1	11
21.	West Bengal	0	1	1	13
Total Percentage		6	7	9	109

Statement-IV

Distribution of IFS Officers Serving at the Centre by Cadre and Level (as on 1st January, 1997)

Date 08-Jan-97

S. No.	State	No. of Office		
		Secy Level	Addl Secy Level	JT.Secy Level
1.	Assam Meghalaya	-	-	-
2.	Andhra Pradesh	-	-	-
3.	Bihar	-	-	1
4.	Gujarat	-	-	-
5.	Himachal	-	1	-
6.	Haryana	-	-	-
7.	Jammu & Kashmir	-	-	-
8.	Kerala	-	-	-
9.	Karnataka	-	-	-
10.	Maharashtra	-	-	-
11.	Madhya Pradesh	-	-	-
12.	Manipur-Tripura	-	-	-
13.	Nagaland	-	-	-
14.	Orissa	-	-	-
15.	Punjab	-	-	-
16.	Rajasthan	-	-	-
17.	Sikkim	-	-	-
18.	Tamil Nadu	-	-	-
19.	Uttar Pradesh	-	-	-
20.	Agmut	-	-	-
21.	West Bengal	-	1	-
Total Percentage		-	2	1

Statement-V

**** Figures in brackets indicate officers in posts of equivalent level and they are included in figures preceding the brackets*

Utilisation of the Central Deputation Reserve in Respect of IAS Officers (as on 1st January, 1997)

Date 08-Jan-97

S.No.	State	Total Auth Strength	Central Dep. Res	*Actual Strength	Prop.CDR (4)*(5)/(3)	No. of officer at centre	Col 7 as % of Col 6	Col 7 as % of Col 4
1	2	3	4	5	6	7	8	9
1.	Assam Meghalaya	207	44	208	44	47	106	106
2.	Andhra Pradesh	314	64	328	66	45	68	70
3.	Bihar	392	85	359	77	74	96	87
4.	Gujarat	236	46	223	43	45	104	97

1	2	3	4	5	6	7	8	9
5.	Himachal	131	28	129	27	21	77	75
6.	Haryana	205	40	193	37	17	45	42
7.	Jammu & Kashmir	112	24	114	24	12	50	50
8.	Kerala	171	37	153	33	34	103	91
9.	Karnataka	253	51	261	52	37	71	72
10.	Maharashtra	348	72	345	71	46	64	63
11.	Madhya Pradesh	377	82	380	82	59	71	71
12.	Manipur-Tripura	198	43	160	34	34	100	79
13.	Nagaland	51	11	48	10	9	90	81
14.	Orissa	199	43	197	42	27	64	62
15.	Punjab	190	40	192	40	11	27	27
16.	Rajasthan	252	53	230	48	26	54	49
17.	Sikkim	53	11	40	8	3	37	27
18.	Tamil Nadu	324	63	311	60	29	48	46
19.	Uttar Pradesh	527	108	525	107	70	65	64
20.	Agmut	232	50	242	52	44	84	88
21.	West Bengal	292	63	295	63	47	74	74
Total		5064	1058	4933	1020	737	72	69

Figures in column 3 & 4 as on 31/03/95 as per AIS Division

Figures in column 5 as per Civil List

Statement-VI

Statement showing the CDR utilization of Indian Police Service (each State Cadre-wise as on 1.1.1997)

S. No.	State	Central deputa- tion reserve	IPS officers in position	Percen- tage of utili- zation
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1	2	3	4	5
1.	Andhra Pradesh	40	19	47%
2.	A.G.M.U.	35	28	80%
3.	Assam-Meghalaya	30	33	110%
4.	Bihar	54	32	59%
5.	Gujarat	29	13	45%
6.	Haryana	24	15	62%
7.	Himachal Pradesh	16	14	87%
8.	Jammu & Kashmir	20	4	20%
9.	Karnataka	32	15	47%
10.	Kerala	26	15	58%
11.	Madhya Pradesh	60	29	48%
12.	Maharashtra	44	23	52%
13.	Manipur-Tripura	23	39	170%
14.	Nagaland	11	-	-
15.	Orissa	33	16	48%

1	2	3	4	5
16.	Punjab	31	4	13%
17.	Rajasthan	32	11	34%
18.	Sikkim	6	7	117%
19.	Tamil Nadu	41	20	49%
20.	Uttar Pradesh	86	50	58%
21.	West Bengal	56	45	80%
		729	432	59%

Statement-VII

Statement showing the CDR utilization of Indian Forest Service (Each State Cadre-wise) as on 01.01.1997

Cadre	CDR stren- gth	No. of offi- cers on CDR	Percentage of utilization (inclu- ding DPT posts)	Exclu- sively for MOEF posts
1	2	3	4	5
AGMUT	19	12	63.15	63.15
Andhra Pradesh	16	01	06.00	06.00

1	2	3	4	5
Assam-Meghalaya	14	05	35.07	35.07
Bihar	21	08	38.09	33.33
Gujarat	13	01	07.69	07.69
Haryana	08	03	37.50	25.00
Himchal Pradesh	13	08	61.53	38.46
Jammu & Kashmir	12	03	25.00	25.00
Karnataka	20	05	25.00	20.00
Kerala	11	05	45.45	45.45
Madhya Pradesh	46	02	04.35	04.35
Maharashtra	22	10	45.45	36.36
Manipur-Tripura	10	08	80.00	80.00
Nagaland	04	03	75.00	50.00
Orissa	15	12	80.00	80.00
Punjab	05	01	20.00	20.00
Rajasthan	13	02	15.38	07.69
Sikkim	04	03	75.00	25.00
Tamil Nadu	17	01	05.88	05.88
Uttar Pradesh	34	03	08.82	02.94
West Bengal	12	07	58.33	58.33
Total	329	103	31.30	27.05

Note :- IFS Officers on Central deputation (against MoEF Forestry Posts and DoPT Secretariat Posts) 103
 IFS Officers on Central deputation (against MoEF Forestry Posts) 89

Drinking Water Supply Schemes in Karnataka

2841. SHRI S.D.N.R. WADIYAR : Will the PRIME MINISTER be pleased to state :

(a) the Centrally sponsored drinking water supply schemes presently being implemented in Karnataka;

(b) the work done under these schemes during the last three years;

(c) the progress of these schemes, as on date;

(d) whether any new drinking water supply scheme is proposed to be implemented in the State during the Ninth Five Year Plan; and

(e) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) to (c) A list of drinking water supply schemes approved for implementation in Karnataka under the Centrally sponsored Accelerated Urban Water Supply Programme (AUWSP) for towns of less than 20,000 population (as per 1991 Census) is given in the statement enclosed alongwith the information available regarding their progress. Rs. 190.27 lakhs has been released as Central share by this Ministry to the State Government so far.

(d) and (e) The Government of Karnataka proposes to undertake the following new drinking water supply schemes under the AUWSP :-

- I. Sringeri town - Rs. 70 lacs
- II. Arakalgund - Rs. 250 lacs

The Central Public Health & Environmental Engineering Organisation (CPHEEO) in this Ministry have examined the proposals and advised the State Government to revise the project feasibility reports in the light of its comments.

Statement

Physical and Financial Progress of AUWSP Scheme in Karnataka

S.No.	Name of the Town/Scheme	Project Cost Rs. Lakhs	Total Expenditure Incurred upto Dec., 96 Rs. Lakhs	Status
1	2	3	4	5
1.	Belur	90.00	2.09	Agency for jackwell is fixed and work is under progress for intake well.
2.	Saligrama	64.03	3.96	Work entrusted for construction of all open wells.
3.	Kuttur	62.64	0.20	Site selected for sinking of borewells.
4.	Mundargi	32.73	-	Work to be started
5.	Kerur	37.80	2.11	Source is established
6.	Navalgund	36.80	-	Work to be started.

1	2	3	4	5
7.	Chitaguppa	97.20	-	Government of Karnataka is yet to accord Administrative approval.
8.	Sadalga	54.5	113.42	Work is in progress.
9.	Badami			
	Proforma cost	80.00	-	Government of Karnataka has been advised to obtain permission of the State Irrigation Deptt. for tapping water from the river Malapuzha.
	Revised cost	42.00		

Construction Industry Development Council

2842. SHRI SANAT KUMAR MANDAL : Will the Minister of PLANNING AND PROGRAMME IMPLEMENTATION be pleased to state :

(a) whether attention of the Government has been drawn to the news-item captioned "Construction Industry Development Council - Government pushes for grant while Ministry frowns" appearing in 'The Financial Express', New Delhi dated February 14, 1997;

(b) if so, the facts thereof;

(c) the reaction of the Government thereto; and

(d) the manner in which the Government propose to sort out the matter in funding the Construction Industry Development Council (CIDC)?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION AND MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI YOGINDER K. ALAGH) : (a) Yes, Sir.

(b) to (d) The issues relating to constitution and funding the CIDC are being examined and are under process for consideration of the Standing Finance Committee of Planning Commission.

[Translation]

Plan Allocation

2843. SHRI JAI PRAKASH AGARWAL : Will the Minister of PLANNING AND PROGRAMME IMPLEMENTATION be pleased to state :

(a) whether the plan allocation has been diverted to non-plan expenditure by the State Governments including State Government of Delhi during the Eight Five Year Plan;

(b) if so, the names of such States and Plan-wise, State-wise details of the funds involved therein;

(c) whether the Union Government have taken any steps so far or propose to take to control non-plan expenditure of the State;

(d) if so, the details thereof alongwith the details of achievements made in this regard so far;

(e) the action taken or proposed to be taken by the Union Government against the State Governments which have diverted the allocated funds for other plans; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION AND MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI YOGINDER K. ALAGH) : (a) to (d) The Central Government is not aware of any diversion of Plan funds for non-plan except that the Special Category States have been allowed to utilise upto 20% of the net normal central assistance for meeting their non-plan gap. Further, Assam and Jammu & Kashmir States were allowed to utilise upto 30% of the net normal Central assistance for non-plan gap, during 1992-93. States have been advised time to time, to contain the non-plan revenue expenditure.

(e) and (f) Do not arise.

Employment Opportunities for Rural Youths

2844. SHRI NITISH BHARDWAJ : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) whether a large number of rural youths are coming to the cities;

(b) if so, whether it is due to lack of employment in the rural sector;

(c) if so, whether the Government propose to create better opportunities of employment for youths in the rural areas; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) Ministry of Rural Areas and Employment is not aware of any large scale migration of rural youths to cities.

(b) to (d) Special programmes for self employment of families living below poverty line are in existence

since the late Seventies. Integrated Rural Development Programme (IRDP) implemented by the Ministry of Rural Areas and Employment offers opportunity to families living below poverty line to augment their income and cross poverty line through acquisition of credit based productive assets which would provide self employment on a sustainable basis. Families of rural youth living below poverty line are also covered under the IRDP. Since 1995-96, through a modification of the IRDP guidelines, a new category of beneficiaries viz. educated, unemployed, trained rural youth has been made eligible for a higher subsidy amount of Rs. 7,500/- or 50% of the project cost, whichever is less. A programme for Training of Rural Youth for Self Employment (TRYSEM), which is an allied programme of IRDP, seeks to impart new skills and upgrade existing skills of the rural youth in order to make them better equipped to utilise the assistance under IRDP in a sustained manner. Employment opportunities under the Employment Assurance Scheme and Jawahar Rozgar Yojana are also provided by this Ministry for the unemployed in rural areas which also include rural youths.

LPG Cylinders

2845. SHRI SANAT MEHTA : Will the PRIME MINISTER be pleased to state :

(a) the reasons for restructuring the supply of LPG cylinders to a registered consumer by Indian Oil Corporation;

(b) whether supply of only 10 cylinders in a year is a short term measure or permanent one; and

(c) the reasons of stopping the supply of kerosene to consumers having facility of two gas cylinders?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU): (a) and (b) Due to restricted availability of LPG and to prevent diversion of domestic LPG for unauthorised uses, Government has issued directives to all the Public Sector Oil Companies including Indian Oil Corporation Ltd., to regulate the supplies of LPG cylinders on the following lines :

(i) LPG refills be supplied to the Customers not before 21 days from the date of previous delivery by the Oil Companies.

(ii) The per capita consumption of the customer to be restricted to 145 Kgs per annum. Supplies as above meet the normal requirement of a household.

(c) SKO is a deficit product and 40% of the annual consumption within the country is imported. SKO is used primarily by the households for cooking and lighting purposes. Majority of DBC holders are in cities, where SKO is not required for lighting or cooking. In fact,

quota meant for LPG consumers is often diverted for black-marketing or adulteration. It was therefore considered necessary to stop SKO allocation to DBC holders, so that the same can be allotted to other needy persons. This was referred to State Governments to implement.

Central Administrative Tribunal

2846. SHRI BHAKTA CHARAN DAS : Will the PRIME MINISTER be pleased to state :

(a) whether a Conference of Chief Secretaries to review the functioning of Central Administrative Tribunal and also of State Administrative Tribunal has been held recently;

(b) if so, the details thereof; and

(c) the suggestions made by the conference in regard to clean administration?

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : (a) No, Sir.

(b) Does not arise.

(c) The major recommendations made by the Conference of Chief Secretaries held on 20.11.1996 in New Delhi to discuss an agenda for effective and responsive administration are given in the statement enclosed.

Statement

Recommendations of the Conference of Chief Secretaries held in New Delhi on 20.11.1996.

(i) The State Governments will be requested to devise suitable mechanisms including a high powered Civil Service Board and amend relevant rules for transparent decisions on postings, promotions and transfers of officials at all levels. These Boards could be strengthened in their political functioning by the appointment of a Civil Services Ombudsman to deal with the grievances of officials.

(ii) The approach to the elimination of corruption in the public service needs to address prevention, surveillance and deterrent prosecution, and deal ruthlessly with the nexus between criminals and unscrupulous elements.

(iii) The Government of India and State Governments should draw up a Charter of Ethics and Civil Service Code for the civil service.

- (iv) It is necessary to introduce greater transparency and openness in the functioning of Government and public bodies. This will cover, for example, movement towards a 'Right to Information Act.'
- (v) Accountability should be interpreted in a larger sense in order to ensure public satisfaction and responsive delivery of services. For this purpose, a phased introduction of Citizens' Charter for as many service institutions as possible could be considered.

Upgrading of Agricultural Marketing Machinery

2847. SHRI R. SAMBASIVA RAO : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

- (a) whether a conference of Ministers from different States and Union Territories was held on 29th to discuss the challenges and constraints involved in strengthening and upgrading agricultural marketing machinery in the country;
- (b) if so, the subjects discussed in the Conference;
- (c) the number of Ministers attended the Conference; and
- (d) if so, the details of the decisions arrived at?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) No Conference of Ministers from different States and Union Territories was held on 29th. However, a Conference of Ministers of State Governments and Union Territories was held on 30th January, 1997 at New Delhi to discuss the challenges and constraints involved in strengthening and upgrading agricultural marketing machinery in the country.

(b) The Conference discussed the issues related to agricultural marketing such, as Enforcement of Regulation, Development of Agricultural Produce Markets, Grading at Producers' level, Marketing Extension, Marketing Information Network, Training in agricultural marketing, Post-harvest management, Marketing of livestock and livestock products, Rural Storage, Panchayats as an instrument of marketing development, Implementation of Recommendations of the High Power Committee on agricultural marketing and other related issues.

(c) The conference was attended by 11 Ministers from the States of Andhra Pradesh, Assam, Bihar, NCT of Delhi, Haryana, Karnataka, Kerala, Meghalaya, Nagaland, Rajasthan and West Bengal. Besides, Adviser to the Governor of Uttar Pradesh also attend the Conference.

- (d) The recommendations of the Conference are given in the statement enclosed.

Statement

The recommendations of the Conference of Ministers dealing with Agricultural Marketing in States/ Union Territories held on 30th January, 1997 at New Delhi are the following :

- (I) Rural markets/haats which are the first contact points for farmers to sell their agricultural produce should be equipped with adequate infrastructural facilities as would be laid down by a Sub-Committee of Ministers dealing with Agricultural Marketing and Services. The State Governments should also undertake development of rural periodic markets on priority basis through Panchayats, wherever possible by making adequate legal changes, if necessary, to provide better returns to the poor and marginal farmers in the rural areas.
- (II) Agricultural Produce Markets should be developed according to a Master Plan, based on objective criteria after taking into consideration the role and importance of individual physical markets in the flow of agricultural produce. Further, in the preparation of the Master Plan, all market users should also be involved in decision making regarding size, location, layout, operational needs, etc.
- (III) The transactional methods i.e. method of sale, weighing and payment should be made transparent as they have got a direct bearing on prices and marketing costs. System of open auction as provided by the Laws must be enforced by all the market committees.
- (IV) In the prevailing atmosphere of liberalisation and economic reforms in the country, efforts should be made to involve private sector in creating marketing infrastructure. Privatisation of some of the services such as garbage disposal, sanitation, collection of market fee, weighing of the produce, etc. may preferably be considered particularly in large urban wholesale markets.
- (V) It is essential that new markets for livestock, meat, fish and poultry are set up and the existing ones are upgraded by the State Governments/Union Territory Administrations.
- (VI) Marketing research, training and extension should form an essential ingredient for improving the operational efficiency of the markets and making them consumer oriented;

- and the National Institute of Agricultural Marketing (NIAM), Jaipur and other Institutions should be increasingly involved to conduct studies/research and training on all aspects of agricultural marketing and consumer behaviour. Integration of these activities with State Level Organisations by NIAM should be strengthened. Publication of Quarterly Journal on Export of Agricultural commodities should be circulated to State Institutions by NIAM.
- (VII) To facilitate farmers to take decisions for sale of their commodities, it is essential that marketing information network using IT (Information Technology) connecting all the important markets for foodgrains, fruits, vegetables, fish, livestock, etc. is set up. The information should be displayed on the electronic boards at prominent places in the market yards. This should also be broadcast in regional languages over All India Radio to give maximum benefit to the farmers. Further, a separate channel in Door Darshan for Agricultural Marketing be commenced. It should also be available on Internet.
- (VIII) States should make all efforts to train farmers in post-harvest technology. It is also necessary to start extension services in post-harvest technology.
- (IX) There is an urgent need to create infrastructural facilities like cleaning, washing, grading, packing and refrigerated transportation etc. and the private sector should also be involved in setting up grading and packing houses. The Central/State/Union Territory Administration should arrange soft loans to the private sector for setting up these facilities.
- (X) The State Governments/Union Territories should make sincere efforts to implement the recommendations of the High Power Committee which have already been accepted by the Central Government in consultation with the State Governments/Union Territories Administration. It is also essential that elections to the market committees/boards are held regularly. Wherever the Market Committees/Boards have been superseded, steps should be taken to conduct elections at the earliest.
- (XI) As the scheme for setting up of rural godowns stands transferred to the State Governments/UT Administration, it is imperative that adequate storage facilities are provided to the farmers for storage of agricultural and allied products, especially perishable items like fruits and vegetables by constructing rural godowns at strategic places. The scheme of providing pledge finance to the farmers by the Agricultural Produce Market Committees shall be extended to other States/UT Administration, which have not yet introduced the scheme.
- (XII) Instances have come to notice where funds of marketing boards are utilised by the State Governments for other purposes. The State Governments should utilise the funds only for development of agricultural produce markets and the marketing infrastructure.
- (XIII) The Conference discussed at length and recognised the need for initiating schemes for improving markets and other infrastructural facilities in the States. Since the States do not have adequate funds, these very essential schemes should be taken up as Centrally Sponsored Schemes in the 9th Plan.
- (XIV) To disseminate information to the State Marketing Board Agencies and also to ensure constant and free flow of information, periodic meetings will be held by the Ministry of Rural Areas and Employment with such agencies. At the Agricultural Marketing Adviser level, the meeting will be held quarterly; at the Secretary's level, half-yearly and it will be held annually at the level of the Minister (RA&E).

Petroleum Products

2848. SHRI SULTAN SALAHUDDIN OWAIISI : Will the PRIME MINISTER be pleased to state :

(a) whether Indian Oil Corporation propose to market the petroleum products from the proposed refineries of Essar Oil Ltd. and Reliance Petroleum Ltd. under administered price mechanism;

(b) whether the products of companies would be priced in accordance with the price and terms of APM;

(c) the other terms and conditions of this agreement; and

(d) the manner in which this agreement is likely to meet the shortage of petroleum products in the country?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU):
(a) Yes, Sir.

(b) The proposed agreements of the Indian Oil Corporation Ltd. with Essar Oil Ltd. (EOL) and Reliance Petroleum Ltd. (RPL) envisage that the price payable and the terms of payment to EOL and RPL for products

when these are under APM will be determined in accordance with the orders issued by the Government in this regard from time to time under the principles of APM.

(c) Terms and conditions of the proposed agreement are under consideration of Government.

(d) Availability of the products from Reliance and Essar Refineries has been considered to estimate the supply demand scenario in the IX Plan Projections. Availability of petroleum products from these refineries will reduce the deficit in the country.

Private Builders

2849. SHRI JAI PRAKASH (Hardoi) : Will the PRIME MINISTER be pleased to refer to the reply given to Unstarred Question No. 236 dated February 28, 1996 regarding "Private builders" and state :

(a) whether the proposal to formulate a law to regulate the activities of the builders and promoters has been implemented; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) and (b) Housing being a State subject, it is for the State Government to take suitable steps to regulate the activities of the builders with a view to protect the interests of the prospective buyers of flats/apartments. However, to facilitate steps in this direction, the Central Government has formulated a model apartment and property regulation legislation for regulating the activities of builders/developers, and have forwarded the same to the State Government in 1992 for initiating a suitable enactment for the State.

DDA Scheme

2850. SHRI RAMSAGAR : Will the PRIME MINISTER be pleased to state :

(a) whether attention of the Government has been drawn to the news item captioned "plea to cancel DDA scheme rejected" appearing in the 'Hindustan Times' dated October 8, 1996;

(b) if so, the facts thereof;

(c) the reaction of the Government thereto;

(d) whether the DDA informed the Delhi High Court about the time schedule in which the authority would complete the allotment of flats of an earlier scheme whose registrants had been waiting for nearly 20 years for their flats;

(e) whether the Court while issuing notice to DDA on December 6, 1996 observed that the authority was answerable for the delay; and

(f) if so, the action taken by the Government thereon?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) Yes, Sir.

(b) The DDA has reported that contention of the petitioner in the Court case referred to in the news item was that he was not being considered for allotment of a flat under the Expandable Housing Scheme, 1996, despite the fact that the waiting list of 1979 registrants had not been exhausted.

(c) The New Pattern Scheme (NPRS) 1979 was opened on All India basis and more than 1.7 lakh persons got themselves registered thereunder. It was practically not possible to construct such a large number of houses in one go for all these registrants. The construction and allotment of flats is also subject to the availability of land drinking water and electricity. So far, 1,37,447 allotments have been made under this scheme.

(d) The DDA has informed the Hon'ble High Court that it expects to clear the backlog in the LIG category within a period of two years subject to the availability of land and provisioning of infrastructural facilities by other agencies.

(e) No, Sir.

(f) Does not arise in view of reply to part (e).

Encroachment

2852. SHRI MANGAL RAM PREMI : Will the PRIME MINISTER be pleased to state :

(a) whether attention of the Government has been drawn to the news-item captioned "Fencing job left incomplete : DDA has no answer" appearing in the 'Times of India' dated February 12, 1997;

(b) if so, the facts thereof; and

(c) the action taken thereon including the action, taken against those found responsible in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) Yes, Sir.

(b) and (c) Delhi Development Authority has reported that fencing in the area has been done on DDA's land. However, a piece of land measuring about 40 bighas of village Mehrauli, which has not been placed at the disposal of DDA, could not be fenced due to stay orders of the Delhi High Court against dispossession of the land in question.

HUDCO Schemes

2853. SHRI UDDHAB BARMAN :

DR. PRABIN CHANDRA SARMA :

SHRI K. PRADHANI :

Will the PRIME MINISTER be pleased to state :

(a) the achievement of HUDCO during the last five years;

(b) the funds provided during the above period, State-wise; and

(c) the number of houses constructed during the above period, State-wise and the number out of these built for the weaker sections of the society?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) to (c) State-wise and year-wise details of loans and dwelling units sanctioned by HUDCO during the last five year i.e. 1991-92 to 1995-96 are given in statement-I (iii) enclosed.

Statement-I (i)

(Rs. in Crores)

S. No.	Name of State	1991-92			1992-93		
		Loan Sanctioned	D.Us. Sanctioned	EWS Units Sanctioned	Loan Sanctioned	D.Us. Sanctioned	EWS Units Sanctioned
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	75.48	114367	109884	59.51	57956	38356
2.	Arunachal Pradesh	-	-	-	-	-	-
3.	Assam	8.45	6249	5410	14.59	6180	2080
4.	Bihar	10.48	20464	20000	23.13	22346	-
5.	Goa	-	-	-	5.97	829	232
6.	Gujarat	43.53	17436	10240	51.93	20456	13700
7.	Haryana	11.20	2418	755	17.72	8511	3239
8.	Himachal Pradesh	5.13	1632	646	4.09	1139	-
9.	Jammu & Kashmir	5.40	499	38	3.09	206	-
10.	Karnataka	47.59	23388	18251	50.82	17104	11330
11.	Kerala	68.79	109787	98711	30.05	27253	24015
12.	Madhya Pradesh	64.63	19531	13983	44.16	6917	2148
13.	Maharashtra	61.46	27990	19676	59.12	39719	3634
14.	Manipur	1.06	163	-	7.67	2071	-
15.	Mizoram	3.17	380	-	2.02	299	-
16.	Meghalaya	6.66	2173	1482	2.14	540	204
17.	Nagaland	-	-	-	6.20	1918	360
18.	Orissa	24.18	30660	28466	26.66	17611	15308
19.	Punjab	14.75	8206	6570	16.45	4170	2471
20.	Rajasthan	32.51	8037	2636	39.77	8089	2569
21.	Sikkim	4.72	1416	400	2.20	851	750
22.	Tamil Nadu	97.21	96712	88892	82.52	67323	56810
23.	Tripura	0.48	91	-	1.21	174	-
24.	Uttar Pradesh	135.00	164074	149706	90.27	66514	53551
25.	West Bengal	35.58	17424	15440	39.68	25525	10224
26.	A & N Islands	0.07	20	-	0.19	13	-

1	2	3	4	5	6	7	8
27.	Chandigarh	16.54	2928	-	3.73	1014	1014
28.	D & N Haveli	-	-	-	0.01	45	-
29.	Delhi	-	-	-	-	-	-
30.	Lakshadweep	-	-	-	-	-	-
31.	Pondicherry	0.46	956	940	-	-	-
32.	Daman & Diu	-	-	-	-	-	-
Total		774.17	677001	592126	684.90	401773	241995

Statement-I (ii)

(Rs. in Crores)

S. No.	Name of State	1993-94			1994-95		
		Loan Sanctioned	D.U.s. Sanctioned	EWs Units Sanctioned	Loan Sanctioned	D.U.s. Sanctioned	EWs Units Sanctioned
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	75.56	101466	73112	63.73	82544	34094
2.	Arunachal Pradesh	1.82	228	-	-	-	-
3.	Assam	8.31	4201	805	23.74	8074	3000
4.	Bihar	40.70	39434	13199	11.75	6415	3409
5.	Goa	48.40	-	-	9.00	1757	-
6.	Gujarat	21.74	18988	13494	57.38	15174	9248
7.	Haryana	3.14	9224	7499	19.38	5171	-
8.	Himachal Pradesh	7.34	186	-	5.74	288	4
9.	Jammu & Kashmir	50.26	1796	-	1.30	48	-
10.	Karnataka	53.51	15433	8517	82.47	66828	55439
11.	Kerala	51.48	45282	35350	69.89	19108	7811
12.	Madhya Pradesh	51.18	8598	585	60.04	5945	148
13.	Maharashtra	5.72	13902	1603	73.92	23439	6280
14.	Manipur	6.39	1071	-	6.06	1080	436
15.	Mizoram	5.09	2618	-	-	-	-
16.	Meghalaya	5.79	2179	1707	13.49	4934	4732
17.	Nagaland	29.53	1321	250	5.77	1320	250
18.	Orissa	20.97	9192	3180	37.83	15636	6781
19.	Punjab	46.80	3217	877	28.98	2016	-
20.	Rajasthan	7.43	9141	2349	55.57	14151	9255
21.	Sikkim	128.44	780	-	9.49	4000	-
22.	Tamil Nadu	1.78	60112	41716	121.48	57412	39011
23.	Tripura	79.61	785	-	0.27	975	-
24.	Uttar Pradesh	44.74	54734	47098	66.77	26016	20390
25.	West Bengal	0.16	13716	7700	36.04	18391	1075

1	2	3	4	5	6	7	8
26.	A & N Islands	4.79	500	-	-	-	-
27.	Chandigarh	-	1996	1968	-	274	-
28.	D & N Haveli	-	-	-	-	-	-
29.	Delhi	-	-	-	0.70	45	-
30.	Lakshadweep	-	-	-	-	-	-
31.	Pondicherry	-	-	-	-	-	-
32.	Daman & Diu	-	-	-	-	-	-
Total		800.68	420100	201009	859.96	381041	201366

Statement-I (iii)

		(Rs. in Crores)		
S. No.	Name of State	1995-96		
		Loan Sanctioned	D.Us. Sanctioned	EWS Units Sanctioned
1	2	3	4	5
1.	Andhra Pradesh	76.63	104179	29563
2.	Arunachal Pradesh	-	-	-
3.	Assam	35.65	17750	11252
4.	Bihar	26.32	14302	12057
5.	Goa	0.42	24	-
6.	Gujarat	46.00	10312	6053
7.	Haryana	56.07	26827	-
8.	Himachal Pradesh	34.08	13081	12438
9.	Jammu & Kashmir	13.67	592	-
10.	Karnataka	92.84	36133	30532
11.	Kerala	118.52	27217	15370
12.	Madhya Pradesh	74.64	8195	266
13.	Maharashtra	38.17	11377	-
14.	Manipur	5.77	1659	20
15.	Mizoram	5.26	1755	-
16.	Meghalaya	0.94	78	-
17.	Nagaland	-	-	-
18.	Orissa	18.74	5546	4600
19.	Punjab	8.21	7422	-
20.	Rajasthan	75.10	21379	11975
21.	Sikkim	6.50	585	-
22.	Tamil Nadu	159.88	41269	19318
23.	Tripura	0.73	110	50

1	2	3	4	5
24.	Uttar Pradesh	57.57	23521	21780
25.	West Bengal	38.30	23364	2050
26.	A & N Islands	1.49	67	-
27.	Chandigarh	-	-	-
28.	D & N Haveli	-	-	-
29.	Delhi	-	-	-
30.	Lakshadweep	-	-	-
31.	Pondicherry	-	-	-
32.	Daman & Diu	-	-	-
Total		991.50	396745	177324

J.R.Y.

2854. SHRI JAYANTA BHATTACHARYA : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) the funds allocated for implementation of JRY in the different states during the Eighth Plan period, upto February, 1977, (year-wise);

(b) the financial contribution of the State Government during the said periods under the different schemes of J.R.Y.;

(c) the amount spent by the State Governments in the various States during the above period; and

(d) the percentage of utilisation of the said funds, mandays created in the various States, Year-wise?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) to (d) State-wise and year-wise funds allocated/released by the Central and the State Governments, amount spent and percentage utilization by the State Governments and mandays generated under Jawahar Rozgar Yojana (JRY) during the Eighth Five Year Plan period upto December, 1997 are as per statements-I to V.

Statement-I (I)

Performance under JRY (1st Stream) during 1992-93.

S.No.	State/UTs	Unutilised Balance As on 1.4.92	Total Allocation			Resources Released		
			Centre	State	Total	Centre	State	Total
1	2	3	4	5	6	7	8	9
					(Rs. in Lakhs)			
1.	Andhra Pradesh	5065.67	18505.82	4626.46	23132.28	17176.34	4242.05	21418.39
2.	Arunachal Pradesh	179.01	258.01	64.50	322.51	131.34	120.16	251.50
3.	Assam	628.68	5136.61	1284.15	6420.76	4955.31	1238.83	6194.14
4.	Bihar	6177.81	38347.44	9586.86	47934.30	37352.50	9551.94	46904.44
5.	Goa	52.53	337.54	84.39	421.93	324.90	81.23	406.13
6.	Gujarat	359.97	7689.54	1922.39	9611.93	8195.83	2048.96	10244.79
7.	Haryana	178.96	1832.85	458.21	2291.06	1836.47	530.40	2366.87
8.	Himachal Pradesh	85.76	1003.75	250.94	1254.69	1107.11	74.99	1182.10
9.	J & K	816.05	1454.90	363.73	1818.63	1711.70	500.12	2211.82
10.	Karnataka	2278.73	11502.17	2875.54	14377.71	11399.80	2852.76	14252.56
11.	Kerala	91.24	6127.41	1531.85	7659.26	6159.44	1740.16	7899.60
12.	Madhya Pradesh	3600.39	25178.80	6294.70	31473.50	26309.75	7320.19	33629.94
13.	Maharashtra	2621.59	20652.51	5163.13	25815.64	20039.83	5009.96	25049.79
14.	Manipur	0.00	498.60	124.65	623.25	516.10	129.03	645.13
15.	Meghalaya	658.63	562.86	140.72	703.58	368.88	92.22	461.10
16.	Mizoram	5.04	195.54	48.89	244.43	195.55	54.27	249.82
17.	Nagaland	0.00	502.21	125.55	627.76	502.21	244.30	746.51
18.	Orissa	1408.62	12829.52	3207.38	16036.90	13405.24	2983.79	16389.03
19.	Punjab	1313.19	1586.03	396.51	1982.54	1361.75	340.44	1702.19
20.	Rajasthan	0.00	12137.61	3034.40	15172.01	13653.57	3410.65	17064.22
21.	Sikkim	34.83	185.58	46.40	231.98	285.58	109.02	394.60
22.	Tamil Nadu	2292.08	16440.38	4110.10	20550.48	17007.61	6234.35	23241.96
23.	Tripura	45.14	523.06	130.77	653.83	535.69	133.92	669.61
24.	Uttar Pradesh	8473.90	48813.42	12203.36	61016.78	47109.97	11777.49	58887.46
25.	West Bengal	4753.98	20739.07	5184.77	25923.84	20379.06	4841.27	25220.33
26.	A & N Island	20.81	152.70	0.00	152.70	62.58	0.00	62.58
27.	D & N Haveli	5.09	91.02	0.00	91.02	91.02	0.00	91.02
28.	Daman & Diu	19.08	48.83	0.00	48.83	20.28	0.00	20.28
29.	Lakshdweep	38.86	78.58	0.00	78.58	60.08	0.00	60.08
30.	Pondicherry	23.58	232.38	0.00	232.38	232.91	82.91	315.82
	Total	41229.22	253644.74	63260.31	316905.05	252488.40	65745.40	318233.80

Statement-I (II)

S.No.	State/UTs.	Resources Available (Utilised Balance+ Released)	Resources Utilised	%Age Utilisation	Employment Generation (Lakh Mandays)		
					Target	Achievement	%Ach.
1	2	10	11	12	13	14	15
1.	Andhra Pradesh	26484.06	19866.06	75.01	659.76	677.93	102.75
2.	Arunachal Pradesh	430.51	234.80	54.54	10.01	6.52	63.13

1	2	10	11	12	13	14	15
3.	Assam	6822.82	4034.49	59.13	119.72	109.72	91.65
4.	Bihar	53082.25	41257.59	77.72	937.94	1036.16	110.47
5.	Goa	458.66	340.36	74.21	8.36	8.12	97.13
6.	Gujarat	10604.76	8327.77	78.53	236.73	235.03	99.28
7.	Haryana	2545.83	2012.13	79.04	33.71	32.63	96.80
8.	Himachal Pradesh	1267.86	1049.73	82.80	29.77	26.16	87.87
9.	J & K	3027.87	2118.67	69.97	62.87	43.01	68.41
10.	Karnataka	16531.29	12533.91	75.82	441.08	418.29	94.83
11.	Kerala	7990.84	6843.94	85.65	138.63	134.54	97.05
12.	Madhya Pradesh	37230.33	29328.16	78.77	643.77	709.66	110.24
13.	Maharashtra	27671.38	18648.24	67.39	838.77	823.53	98.18
14.	Manipur	645.13	292.23	45.30	9.84	5.23	53.15
15.	Meghalaya	1119.73	413.10	36.89	11.61	8.90	76.66
16.	Mizoram	254.86	213.27	83.68	4.37	4.78	109.38
17.	Nagaland	746.51	637.21	85.36	20.74	15.47	74.59
18.	Orissa	17797.65	13067.13	73.42	306.52	326.39	106.48
19.	Punjab	3015.38	2590.84	85.92	24.67	31.78	123.82
20.	Rajasthan	17064.22	12246.06	71.76	340.62	339.09	99.55
21.	Sikkim	429.43	303.56	70.69	6.66	13.42	201.50
22.	Tamil Nadu	25534.04	20094.35	78.70	671.94	767.86	114.28
23.	Tripura	714.75	485.40	67.91	18.10	13.94	77.02
24.	Uttar Pradesh	67361.36	52257.00	77.58	1389.00	1496.29	107.72
25.	West Bengal	29974.31	21412.74	71.44	557.24	525.55	94.31
26.	A & N Island	83.39	67.50	80.94	4.47	1.71	38.26
27.	D & N Haveli	96.11	76.31	79.40	3.55	2.70	76.06
28.	Daman & Diu	39.36	5.33	13.54	1.63	0.12	7.36
29.	Lakshdweep	98.94	61.66	62.32	2.55	2.68	105.10
30.	Pondicherry	339.40	139.39	41.87	3.32	3.81	114.76
Total		359463.02	270958.93	75.38	7537.95	7821.02	103.76

Statement-II (I)*Performance under JRY (Ist + IInd Stream) during 1993-94.*

S.No.	State/UTs	Unutilised Balance As on 1.4.94	Total Allocation			Resources Released		
			Centre	State	Total (Rs. in Lakhs)	Centre	State	Total
1	2	3	4	5	6	7	8	9
1.	Andhra Pradesh	6618.00	24691.07	6172.77	30863.84	26690.22	5423.81	32114.03
2.	Arunachal Pradesh	195.71	258.01	64.50	322.51	151.07	37.77	188.84
3.	Assam	2788.33	6483.88	1620.97	8104.85	7177.52	1794.38	8971.90
4.	Bihar	11824.66	52418.12	13104.53	65522.65	54070.16	10071.29	64141.45
5.	Goa	118.30	278.77	69.69	348.48	341.45	85.36	426.81
6.	Gujarat	2276.99	10340.04	2585.01	12925.05	10562.38	1861.85	12424.23
7.	Haryana	533.70	1736.75	434.19	2170.94	1678.72	419.68	2098.40
8.	Himachal Pradesh	218.12	885.81	221.45	1107.26	988.61	247.15	1235.76
9.	J & K	909.20	1940.39	485.10	2425.49	2125.36	592.65	2718.01

1	2	3	4	5	6	7	8	9
10.	Karnataka	3997.38	16997.06	4249.27	21246.33	16991.11	3305.03	20296.14
11.	Kerala	1146.89	4990.67	1247.67	6238.34	5061.88	1265.47	6327.35
12.	Madhya Pradesh	7902.17	37152.79	9288.20	46440.99	36455.95	6212.49	42668.44
13.	Maharashtra	9023.14	29645.42	7411.36	37056.78	25854.43	4473.86	30328.31
14.	Manipur	352.90	330.69	82.67	413.36	284.39	71.10	355.49
15.	Meghalaya	656.20	386.94	96.74	483.68	192.96	48.24	241.20
16.	Mizoram	41.58	163.00	40.75	203.75	367.44	91.86	459.30
17.	Nagaland	109.30	414.77	103.69	518.46	537.61	134.40	672.01
18.	Orissa	4730.52	21693.13	5423.28	27116.41	21762.98	4098.25	25861.23
19.	Punjab	424.54	1307.44	326.86	1634.30	1291.27	322.82	1614.09
20.	Rajasthan	4818.16	14024.06	3506.02	17530.08	14164.52	2627.38	16791.90
21.	Sikkim	125.87	151.01	37.75	188.76	192.02	48.01	240.03
22.	Tamil Nadu	5439.69	20408.94	5102.24	25511.18	20026.77	4426.00	24452.77
23.	Tripura	229.35	429.52	107.38	536.90	543.77	135.94	679.71
24.	Uttar Pradesh	15104.36	54666.72	13666.68	68333.40	53890.86	13472.72	67363.58
25.	West Bengal	8561.57	22550.56	5637.64	28188.20	21203.45	4075.86	25279.31
26.	A & N Island	15.89	152.70	0.00	152.70	81.93	0.00	81.93
27.	D & N Haveli	19.80	82.89	0.00	82.89	73.75	0.00	73.75
28.	Daman & Diu	34.03	48.83	0.00	48.83	20.28	0.00	20.28
29.	Lakshdweep	37.28	76.55	0.00	76.55	56.48	0.00	56.48
30.	Pondicherry	200.01	149.47	0.00	149.47	126.23	0.00	126.23
Total		88453.64	324856.00	81086.39	405942.39	322965.59	65343.37	388308.96

Statement-II (ii)

S.No.	State/UTs.	Resources Available (Utilised Balance+ Released)	Resources Utilised	%Age Utilisation	Employment Generation (Lakh Mandays)		
					Target	Achievement	%Ach.
1	2	10	11	12	13	14	15
1.	Andhra Pradesh	38732.03	32815.59	84.72	1025.61	1028.90	100.32
2.	Arunachal Pradesh	384.55	191.60	49.82	10.01	4.85	48.45
3.	Assam	11760.23	7911.51	67.27	228.90	278.24	121.56
4.	Bihar	75966.11	68523.99	90.20	1467.71	1474.25	100.45
5.	Goa	545.11	353.83	64.91	10.12	8.53	84.29
6.	Gujarat	14701.22	11715.95	79.69	211.40	232.64	110.05
7.	Haryana	2632.10	2164.35	82.23	38.64	33.29	86.15
8.	Himachal Pradesh	1453.88	1303.08	89.63	33.73	34.54	102.40
9.	J & K	3627.21	1406.91	38.79	72.75	32.16	44.21
10.	Karnataka	24293.52	19257.68	79.27	718.01	651.30	90.71
11.	Kerala	7474.24	7788.38	104.20	113.47	120.43	106.13
12.	Madhya Pradesh	50570.61	40178.27	79.45	766.00	849.24	110.87
13.	Maharashtra	39351.45	27015.01	68.65	1378.27	1188.50	86.23
14.	Manipur	708.39	301.82	42.61	14.84	6.68	45.01
15.	Meghalaya	897.40	359.46	40.06	16.89	9.55	56.54

1	2	10	11	12	13	14	15
16.	Mizoram	500.88	350.70	70.02	5.24	6.32	120.61
17.	Nagaland	781.31	668.66	85.58	14.74	16.02	108.68
18.	Orissa	30591.75	21493.65	70.26	557.70	522.96	93.77
19.	Punjab	2038.63	1922.31	94.29	29.93	38.57	128.87
20.	Rajasthan	21610.06	15875.91	73.47	426.66	450.37	105.56
21.	Sikkim	365.90	273.07	74.63	8.19	10.14	123.81
22.	Tamil Nadu	29892.46	27324.02	91.41	853.62	881.10	103.22
23.	Tripura	909.06	838.66	92.26	22.04	23.41	106.22
24.	Uttar Pradesh	82467.94	71511.16	86.71	1779.57	1791.16	100.65
25.	West Bengal	33840.88	25915.32	76.58	563.81	554.03	98.27
26.	A & N Island	97.82	107.20	109.59	3.27	1.81	55.35
27.	D & N Haveli	93.55	80.68	86.24	2.73	2.34	85.71
28.	Daman & Diu	54.31	25.94	47.76	1.63	0.59	36.20
29.	Lakshdweep	93.76	73.58	78.48	2.62	2.21	84.35
30.	Pondicherry	326.24	122.53	37.56	5.16	4.27	82.75
Total		476762.60	387870.82	81.36	10383.26	10258.40	98.80

Statement-III (I)

Performance under JRY (Ist + IInd Stream) during 1994-95.

S.No.	State/UTs	Unutilised Balance As on 1.4.95	Total Allocation			Resources Released		
			Centre	State	Total (Rs. in Lakhs)	Centre	State	Total
1	2	3	4	5	6	7	8	9
1.	Andhra Pradesh	7165.19	26674.97	6668.74	33343.71	27073.81	6768.45	33842.26
2.	Arunachal Pradesh	192.95	258.01	64.50	322.51	143.14	35.79	178.93
3.	Assam	3848.72	7136.97	1784.24	8921.21	7425.55	1856.39	9281.94
4.	Bihar	10888.37	56309.45	14077.36	70386.81	55738.23	13934.56	69672.79
5.	Goa	191.28	278.77	69.69	348.46	278.77	69.69	348.46
6.	Gujarat	3764.02	11068.29	2767.07	13835.36	10870.15	2717.54	13587.49
7.	Haryana	467.75	1911.69	477.92	2389.61	2187.03	546.76	2733.79
8.	Himachal Pradesh	150.80	885.81	221.45	1107.26	1188.96	297.24	1486.20
9.	J & K	2391.05	2483.00	620.75	3103.75	2253.74	563.44	2817.18
10.	Karnataka	5978.59	18329.15	4582.29	22911.44	18989.61	4747.40	23737.01
11.	Kerala	0.00	5296.09	1324.02	6620.11	5738.13	1434.53	7172.66
12.	Madhya Pradesh	13293.84	39666.67	9916.67	49583.34	39798.74	9949.69	49748.43
13.	Maharashtra	14326.19	31808.14	7952.04	39760.18	27875.79	6968.95	34844.74
14.	Manipur	406.57	330.69	82.67	413.36	291.04	72.76	363.80
15.	Meghalaya	537.94	386.94	96.74	483.68	366.08	91.52	457.60
16.	Mizoram	150.18	163.00	40.75	203.75	162.70	40.68	203.38
17.	Nagaland	112.65	414.77	103.69	518.46	414.76	103.69	518.45
18.	Orissa	10440.59	23302.54	5825.64	29128.18	20882.66	5220.67	26103.33
19.	Punjab	116.32	1359.41	339.85	1699.26	2736.89	684.22	3421.11
20.	Rajasthan	6647.90	15068.49	3767.12	18835.61	14680.78	3670.20	18350.98
21.	Sikkim	92.83	151.01	37.75	188.76	151.02	37.76	188.78

1	2	3	4	5	6	7	8	9
22.	Tamil Nadu	3149.13	22202.35	5550.59	27752.94	22770.38	5692.60	28462.98
23.	Tripura	70.40	429.52	107.38	536.90	899.84	224.96	1124.80
24.	Uttar Pradesh	10956.78	59501.41	14875.35	74376.76	63112.98	15778.25	78891.23
25.	West Bengal	9150.56	24328.42	6082.11	30410.53	23225.92	5806.48	29032.40
26.	A & N Island	0.00	152.70	0.00	152.70	152.70	0.00	152.70
27.	D & N Haveli	11.87	82.89	0.00	82.89	81.47	0.00	81.47
28.	Daman & Diu	28.37	48.83	0.00	48.83	36.60	0.00	36.60
29.	Lakshdweep	20.18	76.55	0.00	76.55	76.06	0.00	76.06
30.	Pondicherry	203.71	149.47	0.00	149.47	149.45	0.00	149.45
Total		104754.73	350256.00	87436.39	437692.39	349752.98	87314.18	437067.16

Statement-III (ii)

S.No.	State/UTs.	Resources Available (Utilised Balance+ Released)	Resources Utilised	%Age Utilisation	Employment Generation (Lakh Mandays)		
					Target	Achievement	%Ach.
1	2	10	11	12	13	14	15
1.	Andhra Pradesh	41007.45	36264.38	88.43	1145.23	812.25	70.92
2.	Arunachal Pradesh	371.88	222.22	59.76	9.38	5.58	59.49
3.	Assam	13130.66	10386.94	79.10	211.97	263.29	124.21
4.	Bihar	80561.16	30731.49	62.97	1340.30	986.88	73.63
5.	Goa	539.74	372.24	68.97	7.84	6.45	82.27
6.	Gujarat	17351.71	14166.04	81.64	240.49	258.48	107.48
7.	Haryana	3201.54	2583.42	80.69	33.29	33.96	102.01
8.	Himachal Pradesh	1637.00	1150.10	70.26	28.68	28.87	100.66
9.	J & K	5208.23	3813.23	73.22	117.10	88.04	75.18
10.	Karnataka	29715.60	23746.02	79.91	513.65	499.67	97.28
11.	Kerala	7172.44	7234.60	100.86	97.10	101.01	104.03
12.	Madhya Pradesh	63042.27	50503.16	80.11	1015.23	1075.25	105.91
13.	Maharashtra	49170.93	36760.33	74.76	1119.13	1100.73	98.36
14.	Manipur	770.37	370.54	48.10	5.75	7.16	123.88
15.	Meghalaya	995.54	407.54	40.91	7.82	8.50	108.70
16.	Mizoram	353.56	336.38	95.14	4.08	5.72	140.20
17.	Nagaland	631.10	410.70	65.08	11.51	8.47	73.59
18.	Orissa	36543.92	25542.96	69.90	676.65	604.51	89.34
19.	Punjab	3537.43	1673.48	47.31	25.39	24.36	95.94
20.	Rajasthan	24998.88	19989.83	79.44	497.35	545.58	109.70
21.	Sikkim	281.61	189.21	67.19	6.19	7.03	113.57
22.	Tamil Nadu	31612.11	33982.35	107.50	815.47	1027.66	126.02
23.	Tripura	1195.20	1131.61	94.68	13.19	29.02	220.02
24.	Uttar Pradesh	89848.01	74606.88	83.04	1298.55	1395.94	107.50
25.	West Bengal	38182.96	22856.99	78.19	613.39	580.82	94.69
26.	A & N Island	152.70	161.26	105.61	2.49	2.59	105.28
27.	D & N Haveli	93.34	91.41	97.93	2.29	2.07	90.39

1	2	10	11	12	13	14	15
28. Daman & Diu		64.97	27.36	42.11	1.48	0.55	37.16
29. Lakshdweep		96.24	80.27	83.41	1.38	1.91	138.41
30. Pondicherry		353.16	121.21	34.32	3.08	4.72	153.25
Total		541821.89	426833.14	78.28	9865.45	9517.07	96.47

Statement-IV (I)*Financial Progress under JRY (Ist + IInd Stream) during 1995-96.*

S.No.	State/UTs	Unutilised Balance As on 1.4.95	Total Allocation			Resources Released		
			Centre	State	Total (Rs. in Lakhs)	Centre	State	Total
1	2	3	4	5	6	7	8	9
1.	Andhra Pradesh	4743.07	29785.92	7446.48	37232.40	28746.57	7186.64	35933.21
2.	Arunachal Pradesh	149.66	263.66	65.92	329.58	243.58	60.90	304.48
3.	Assam	2743.72	8656.14	2164.04	10820.18	7719.76	1929.94	9649.70
4.	Bihar	29829.67	62878.54	15719.64	78598.18	54418.13	13604.53	68022.66
5.	Goa	167.50	284.87	71.22	356.09	284.87	71.22	356.09
6.	Gujarat	3185.65	11803.29	2950.82	14754.11	11085.63	2771.41	13857.04
7.	Haryana	618.12	2718.62	679.66	3398.28	2988.62	747.16	3735.78
8.	Himachal Pradesh	486.90	919.27	229.82	1149.09	977.02	244.26	1221.28
9.	J & K	1395.00	2704.80	676.20	3381.00	2043.49	510.87	2554.36
10.	Karnataka	5969.58	19537.93	4884.48	24422.41	19088.77	4772.19	23860.96
11.	Kerala	0.00	6423.47	1605.87	8029.34	7785.29	1946.32	9731.61
12.	Madhya Pradesh	12539.11	40895.57	10223.89	51119.46	35283.66	8820.92	44104.58
13.	Maharashtra	12410.60	33327.03	8331.76	41658.79	32701.36	8175.34	40876.70
14.	Manipur	423.86	340.36	85.09	425.45	275.83	148.96	344.79
15.	Meghalaya	588.23	397.05	99.26	496.31	332.20	83.05	415.25
16.	Mizoram	17.17	166.43	41.61	208.04	183.20	45.80	229.00
17.	Nagaland	220.40	421.02	105.26	526.28	599.49	149.87	749.36
18.	Orissa	11000.96	24514.35	6128.59	30642.94	22017.83	5504.46	27522.29
19.	Punjab	1863.95	1575.94	393.99	1969.93	787.97	196.99	984.96
20.	Rajasthan	5089.85	16660.08	4165.02	20825.10	15060.74	3765.19	18825.93
21.	Sikkim	92.40	273.54	68.39	341.93	442.52	110.63	553.15
22.	Tamil Nadu	1024.63	26107.25	6526.81	32634.06	29419.48	7354.87	36774.35
23.	Tripura	63.59	446.92	111.73	558.65	671.68	167.92	839.60
24.	Uttar Pradesh	15241.13	69750.84	17437.71	87188.55	69536.78	17384.20	86920.98
25.	West Bengal	8325.98	26630.17	6657.54	33287.71	25496.47	6374.12	31870.59
26.	A & N Island	0.00	154.18	0.00	154.18	151.14	0.00	151.14
27.	D & N Haveli	1.93	83.92	0.00	83.92	93.92	0.00	93.92
28.	Daman & Diu	42.44	49.28	0.00	49.28	59.28	0.00	59.28
29.	Lakshdweep	15.97	76.70	0.00	76.70	86.70	0.00	86.70
30.	Pondicherry	231.95	151.86	0.00	151.86	77.12	0.00	77.12
Total		118483.02	387999.00	96870.77	484869.77	368659.10	92047.74	460706.84

Statement-IV (II)

S.No.	State/UTs.	Resources Available (Utilised Balance+ Released)	Resources Utilised	%Age Utilisation	Employment Generation (Lakh Mandays)		
					Target	Achievement	%Ach.
1	2	10	11	12	13	14	15
1.	Andhra Pradesh	40676.28	34556.90	84.96	700.08	701.57	100.21
2.	Arunachal Pradesh	454.14	357.12	78.64	7.99	8.24	103.13
3.	Assam	12393.42	9583.33	77.33	178.63	179.08	100.25
4.	Bihar	97852.33	62281.95	63.65	1245.86	1197.03	96.08
5.	Goa	523.59	363.47	69.42	7.94	8.38	105.54
6.	Gujarat	17042.69	12824.42	75.25	213.23	209.42	98.21
7.	Haryana	4353.90	3304.78	75.90	34.63	33.50	96.74
8.	Himchal Pradesh	1708.18	1001.19	58.61	24.27	21.45	88.38
9.	J & K	3949.36	2534.38	64.17	90.94	48.23	53.03
10.	Karnataka	29830.54	24908.76	83.50	491.56	524.89	106.78
11.	Kerala	9731.61	8888.24	91.33	108.01	127.75	118.28
12.	Madhya Pradesh	56643.69	42377.25	74.81	849.29	759.46	89.42
13.	Maharashtra	53287.30	39801.56	74.69	910.75	1014.47	111.39
14.	Manipur	768.65	506.22	65.86	5.78	9.34	161.59
15.	Meghalaya	1003.48	200.28	19.96	7.88	4.86	61.68
16.	Mizoram	246.17	284.56	115.59	4.15	5.20	125.30
17.	Nagaland	969.76	264.07	27.23	11.82	5.76	48.73
18.	Orissa	38523.25	28671.48	74.43	623.47	678.31	108.80
19.	Punjab	2848.91	408.38	14.33	28.25	6.44	22.80
20.	Rajasthan	23915.78	18204.39	76.12	300.89	361.72	120.22
21.	Sikkim	645.55	618.83	95.86	5.38	9.27	172.30
22.	Tamil Nadu	37798.98	39415.70	104.28	853.09	1069.75	125.40
23.	Tripura	903.19	788.23	87.27	12.40	18.43	148.63
24.	Uttar Pradesh	102162.11	83562.16	81.79	1320.54	1532.46	116.05
25.	West Bengal	40196.57	30492.80	75.86	433.38	414.75	95.70
26.	A & N Island	151.14	161.26	106.70	2.26	2.59	114.60
27.	D & N Haveli	95.85	33.18	34.62	1.42	0.64	45.07
28.	Daman & Diu	101.72	55.02	54.09	1.55	1.11	71.61
29.	Lakshdweep	102.67	40.86	39.80	1.45	1.05	72.41
30.	Pondicherry	309.07	199.85	64.66	3.16	3.10	98.10
Total		579189.86	446690.62	77.12	8480.05	8958.25	105.64

Statement-V (I)*Financial Progress Under JRY during 1996-97*

(Rs. Lakhs).

S.No.	State/UTs	Month Code	Opening Balance As on 1.4.96 (Derieved)	Total Allocation			Resources Released		
				Centre	State	Total	Centre	State	Total
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pradesh	11	5873.90	13897.91	3474.48	17372.39	14219.46	3554.87	17774.33
2.	Arunachal Pradesh	12	-6.35	142.64	35.66	178.30	71.32	17.83	89.15

1	2	3	4	5	6	7	8	9	10
3.	Assam	01	2543.37	4574.54	1143.64	5718.18	2287.27	571.82	2859.09
4.	Bihar	01	22518.94	27260.46	6815.12	34075.58	14714.75	3678.69	18393.44
5.	Goa	01	83.98	154.12	38.53	192.65	85.10	21.28	106.38
6.	Gujarat	01	3086.87	5101.00	1275.25	6376.25	4379.07	1094.77	5473.84
7.	Haryana	01	697.75	1225.45	306.36	1531.81	773.39	193.35	966.74
8.	Himachal Pradesh	12	488.35	489.73	122.43	612.16	319.99	80.00	399.99
9.	J & K	01	301.24	995.14	248.79	1243.93	815.79	203.95	1019.74
10.	Karnataka	01	2125.89	9332.27	2333.07	11665.34	8763.06	2190.77	10953.83
11.	Kerala	01	306.62	3395.33	848.83	4244.16	2526.92	631.73	3158.65
12.	Madhya Pradesh	12	8877.66	17611.61	4402.90	22014.51	14004.45	3501.11	17505.56
13.	Maharashtra	01	7775.90	15150.04	3787.51	18937.55	10485.82	2621.46	13107.28
14.	Manipur	12	246.28	182.82	45.71	228.53	126.35	31.59	157.94
15.	Meghalaya	12	750.73	213.92	53.48	267.40	106.95	26.74	133.69
16.	Mizoram	12	-1.73	90.12	22.53	112.65	84.21	21.05	105.26
17.	Nagaland	12	705.69	229.31	57.33	286.64	114.66	28.67	143.33
18.	Orissa	01	5581.19	11274.49	2818.62	14093.11	9924.28	2481.07	12405.35
19.	Punjab		2440.53	871.51	217.88	1089.39	577.87	144.47	722.34
20.	Rajasthan	01	275.59	7317.12	1829.28	9146.40	6894.76	1723.69	8618.45
21.	Sikkim	01	-2.35	83.49	20.87	104.36	41.75	10.44	52.19
22.	Tamil Nadu	01	-2006.81	12563.97	3140.99	15704.96	11113.41	2778.35	13891.76
23.	Tripura	12	114.92	237.46	59.37	296.83	229.91	57.48	287.39
24.	Uttar Pradesh	01	12319.87	33867.93	8466.98	42334.91	28863.54	7215.89	36079.43
25.	West Bengal	12	4799.57	12455.47	3113.87	15569.34	6717.83	1679.46	8397.29
26.	A & N Island	01	-17.08	84.41	0.00	84.41	42.21	0.00	42.21
27.	D & N Haveli	12	60.06	45.81	0.00	45.81	44.57	0.00	44.57
28.	Daman & Diu	11	30.87	26.99	0.00	26.99	26.99	0.00	26.99
29.	Lakshdweep	01	33.65	42.32	0.00	42.32	21.16	0.00	21.16
30.	Pondicherry	01	109.22	82.64	0.00	82.64	64.68	0.00	64.68
Total			80114.32	179000.00	44679.46	223679.48	138441.52	34560.48	*****

Statement-V (II)

S.No.	State/UTs.	Resources Available (Utilised Balance+ Released)	Resources Utilised	%Age Utilisation	Annual Target	Achievement	% Age Ach.
1	2	11	12	13	14	15	16
1.	Andhra Pradesh	23648.23	10147.94	42.91	373.67	184.85	49.47
2.	Arunachal Pradesh	82.80	87.32	105.46	4.42	1.15	26.02
3.	Assam	5402.46	2694.37	49.87	98.77	54.58	55.26
4.	Bihar	40912.38	23548.64	57.56	489.25	354.71	72.50
5.	Goa	190.36	213.95	112.40	4.39	4.91	111.85

1	2	11	12	13	14	15	16
6.	Gujarat	8560.71	3737.11	43.65	109.14	67.47	61.82
7.	Haryana	1664.49	1082.83	65.05	15.73	9.84	62.56
8.	Himachal Pradesh	888.34	408.60	46.00	7.63	7.38	96.72
9.	J & K	1320.98	644.61	48.80	47.27	20.91	44.24
10.	Karnataka	13079.72	7471.66	57.12	255.74	154.81	60.53
11.	Kerala	3465.27	2629.05	75.87	59.73	32.71	54.76
12.	Madhya Pradesh	26383.22	11961.01	45.34	444.97	217.21	48.81
13.	Maharashtra	20883.18	9985.45	47.82	469.32	251.20	53.52
14.	Manipur	404.22	134.57	33.29	3.20	3.00	93.75
15.	Meghalaya	884.42	258.96	29.28	4.35	5.06	116.32
16.	Mizoram	103.53	84.93	82.03	2.29	1.48	64.63
17.	Nagaland	849.02	164.41	19.36	6.54	4.18	63.91
18.	Orissa	17986.54	10164.03	56.51	321.32	224.89	69.99
19.	Punjab	3162.87			15.62		0.00
20.	Rajasthan	8894.04	5214.12	58.62	162.92	102.84	63.12
21.	Sikkim	49.84	145.79	292.53	1.49	2.17	145.64
22.	Tamil Nadu	11884.95	10565.05	88.89	406.90	256.78	63.11
23.	Tripura	402.31	662.00	164.55	6.35	14.85	233.86
24.	Uttar Pradesh	48399.30	27568.07	56.96	603.21	504.35	83.61
25.	West Bengal	13196.86	8714.16	66.03	221.86	125.83	56.72
26.	A & N Island	25.13	28.57	0.00	1.25	0.45	36.00
27.	D & N Haveli	104.63	21.63	20.67	0.65	0.51	78.46
28.	Daman & Diu	57.86	15.11	26.11	0.85	0.27	31.76
29.	Lakshdweep	54.81	31.31	57.12	0.80	0.57	71.25
30.	Pondicherry	173.90	91.82	52.80	1.74	1.16	66.67
	Total	253116.32	138477.07	54.71	4141.17	2610.12	63.03

Non-Utilisation of Funds

2855. SHRI N.J. RATHWA : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state:

(a) whether funds have been allocated to various States including Gujarat under Jawahar Rozgar Yojana during the last three years;

(b) if so, the state-wise details thereof, till date;

(c) whether the Government are aware that these funds are being misutilised by committing irregularities in the development works undertaken through Sarpanchs under Jawahar Rozgar Yojana and the Government funds are being paid without doing any work in most of the cases;

(d) if so, whether the Government have received any complaints in this regard so far; and

(e) whether the Union Government propose to conduct any comprehensive inquiry/review by any

Central Monitoring Committee of the works undertaken by Sarpanchs under the Jawahar Rozgar Yojana in the country and particularly in Gujarat and the cases of gross misuse of Government funds?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) and (b) Under Jawahar Rozgar Yojana (JRY), funds allocated to various States including Gujarat during 1994-95, 1995-96 and 1996-97 are as per statement-I to III.

(c) to (e) Whenever any complaint is received for misutilization of JRY funds, the matter is referred to the State Government for taking necessary and remedial action accordingly. In addition, Government has issued instructions to all the State Governments to constitute vigilance and monitoring committees at State, District and Block levels to supervise, monitor and review the implementation of all programmes implemented by this Ministry including JRY to curb misutilization of funds.

Statement-I (I)*Performance under JRY (1st + IInd Stream) during 1994-95.*

S.No.	State/UTs	Unutilised Balance As on 1.4.95	Total Allocation			Resources Released		
			Centre	State	Total (Rs. in Lakhs)	Centre	State	Total
1	2	3	4	5	6	7	8	9
1.	Andhra Pradesh	7165.19	26674.97	6668.74	33343.71	27073.81	6768.45	33842.26
2.	Arunachal Pradesh	192.95	258.01	64.50	322.51	143.14	35.79	178.93
3.	Assam	3848.72	7136.97	1784.24	8921.21	7425.55	1856.39	9281.94
4.	Bihar	10888.37	56309.45	14077.36	70386.81	55738.23	13934.56	69672.79
5.	Goa	191.28	278.77	69.69	348.46	278.77	69.69	348.46
6.	Gujarat	3764.02	11068.29	2767.07	13835.36	10870.15	2717.54	13587.69
7.	Haryana	467.75	1911.69	477.92	2389.61	2187.03	546.76	2733.79
8.	Himachal Pradesh	150.80	885.81	221.45	1107.26	1188.96	297.24	1486.20
9.	J & K	2391.05	2483.00	620.75	3103.75	2253.74	563.44	2817.18
10.	Karnataka	5978.59	18329.15	4582.29	22911.44	18989.61	4747.40	23737.01
11.	Kerala	0.00	5296.09	1324.02	6620.11	5738.13	1434.53	7172.66
12.	Madhya Pradesh	13293.84	39686.67	9916.67	49583.34	39798.74	9949.69	49748.43
13.	Maharashtra	14326.19	31808.14	7952.04	39760.18	27875.79	6968.95	34844.74
14.	Manipur	406.57	330.69	82.67	413.36	291.04	72.76	363.80
15.	Meghalaya	537.94	386.94	96.74	483.68	366.08	91.52	457.60
16.	Mizoram	150.18	163.00	40.75	203.75	162.70	40.68	203.38
17.	Nagaland	112.65	414.77	103.69	518.46	414.76	103.69	518.45
18.	Orissa	10440.59	23302.54	5825.64	29128.18	20882.66	5220.67	26103.33
19.	Punjab	116.32	1359.41	339.85	1699.26	2736.89	684.22	3421.11
20.	Rajasthan	6647.90	15068.49	3767.12	18835.61	14680.78	3670.20	18350.98
21.	Sikkim	92.83	151.01	37.75	188.76	151.02	37.76	188.78
22.	Tamil Nadu	3149.13	22202.35	5550.59	27752.94	22770.38	5692.60	28462.98
23.	Tripura	70.40	429.52	107.38	536.90	899.84	224.96	1124.80
24.	Uttar Pradesh	10956.78	59501.41	14875.35	74376.76	63112.98	15778.25	78891.23
25.	West Bengal	9150.56	24328.42	6082.11	30410.53	23225.92	5806.48	29032.40
26.	A & N Island	0.00	152.70	0.00	152.70	152.70	0.00	152.70
27.	D & N Haveli	11.87	82.89	0.00	82.89	81.47	0.00	81.47
28.	Daman & Diu	28.37	48.83	0.00	48.83	36.60	0.00	36.60
29.	Lakshdweep	20.18	76.55	0.00	76.55	76.06	0.00	76.06
30.	Pondicherry	203.71	149.47	0.00	149.47	149.45	0.00	149.65
Total		104754.73	350256.00	87436.39	437692.39	349752.98	87314.18	437067.16

Statement-I (II)

S.No.	State/UTs.	Resources Available (Utilised Balance+ Released)	Resources Utilised	%Age Utilisation	Employment Generation (Lakh Mandays)		
					Target	Achievement	%Ach.
1	2	10	11	12	13	14	15
1.	Andhra Pradesh	41007.45	36264.38	88.43	1145.23	812.25	70.92
2.	Arunachal Pradesh	371.88	222.22	59.76	9.38	5.58	59.49

1	2	10	11	12	13	14	15
3.	Assam	13130.66	10386.94	79.10	211.97	263.29	124.21
4.	Bihar	80561.16	50731.49	62.97	1340.30	986.88	73.63
5.	Goa	539.74	372.24	68.97	7.84	6.45	82.27
6.	Gujarat	17351.71	14166.06	81.64	240.49	258.48	107.48
7.	Haryana	3201.54	2583.42	80.69	33.29	33.96	102.01
8.	Himachal Pradesh	1637.00	1150.10	70.26	28.68	28.87	100.66
9.	J & K	5208.23	3813.23	73.22	117.10	88.04	75.18
10.	Karnataka	29715.60	23746.02	79.91	513.65	499.67	97.28
11.	Kerala	7172.66	7234.60	100.86	97.10	101.01	104.03
12.	Madhya Pradesh	63042.27	50503.16	80.11	1015.23	1075.25	105.91
13.	Maharashtra	69170.93	36760.33	74.76	1119.13	1100.73	98.36
14.	Manipur	770.37	370.54	48.10	5.78	7.16	123.88
15.	Meghalaya	995.54	407.31	40.91	7.82	8.50	108.70
16.	Mizoram	353.56	336.38	95.14	4.08	5.72	140.20
17.	Nagaland	631.10	410.70	65.08	11.51	8.47	73.59
18.	Orissa	36543.92	25542.96	69.90	676.65	604.51	89.34
19.	Punjab	3537.43	1673.48	47.31	25.39	24.36	95.94
20.	Rajasthan	24998.88	19909.63	79.64	497.35	545.58	109.70
21.	Sikkim	281.61	189.21	67.19	6.19	7.03	113.57
22.	Tamil Nadu	31612.11	33982.35	107.50	815.47	1027.66	126.02
23.	Tripura	1195.20	1131.61	94.68	13.19	29.02	220.02
24.	Uttar Pradesh	89848.01	74606.88	83.04	1298.55	1395.94	107.50
25.	West Bengal	38182.96	22856.99	78.19	613.39	580.82	94.69
26.	A & N Island	152.70	161.26	105.61	2.46	2.59	105.28
27.	D & N Haveli	93.34	91.41	97.93	2.29	2.07	90.39
28.	Daman & Diu	64.97	27.36	42.11	1.48	0.55	37.16
29.	Lakshdweep	96.24	80.27	83.41	1.38	1.91	138.41
30.	Pondicherry	353.16	121.21	34.32	3.08	4.72	153.25
Total		541821.89	426833.14	78.78	9865.45	9517.07	96.47

Statement-II (i)

Financial Progress under JRY (1st + IInd Stream) during 1995-96.

S.No.	State/UTs	Unutilised Balance As on 1.4.95	Total Allocation			Resources Released		
			Centre	State	Total (Rs. in Lakhs)	Centre	State	Total
1	2	3	4	5	6	7	8	9
1.	Andhra Pradesh	4743.07	29785.92	7446.48	37232.40	28746.57	7186.64	35933.21
2.	Arunachal Pradesh	149.66	263.66	65.92	329.58	243.58	60.90	304.48
3.	Assam	2743.72	8656.14	2164.04	10820.18	7719.76	1929.94	9649.70
4.	Bihar	29829.67	62878.54	15719.64	78598.18	54418.13	13604.53	68022.66
5.	Goa	167.50	284.87	71.22	356.09	284.87	71.22	356.09
6.	Gujarat	3185.65	11803.29	2950.82	14754.11	11085.63	2771.41	13857.04
7.	Haryana	618.12	2718.62	679.66	3398.28	2988.62	747.16	3735.78
8.	Himachal Pradesh	486.90	919.27	229.82	1149.09	977.02	244.26	1221.28
9.	J & K	1395.00	2704.80	676.20	3381.00	2043.49	510.87	2554.36

1	2	3	4	5	6	7	8	9
10.	Karnataka	5969.58	19537.93	4884.48	24422.41	19088.77	4772.19	23860.96
11.	Kerala	0.00	6423.47	1605.87	8029.34	7785.29	1946.32	9731.61
12.	Madhya Pradesh	12539.11	40895.57	10223.89	51119.46	35283.66	8820.92	44104.58
13.	Maharashtra	12410.60	33327.03	8331.76	41658.79	32701.36	8175.34	40876.70
14.	Manipur	423.86	340.36	85.09	425.45	275.83	68.96	344.79
15.	Meghalaya	588.23	397.05	99.26	496.31	332.20	83.05	415.25
16.	Mizoram	17.17	166.43	41.61	208.04	183.20	45.80	229.00
17.	Nagaland	220.40	421.02	105.26	526.28	599.49	149.87	749.36
18.	Orissa	11000.96	24514.35	6128.59	30642.94	22017.83	5504.46	27522.29
19.	Punjab	1863.95	1575.94	393.99	1969.93	787.97	196.99	984.96
20.	Rajasthan	5089.85	16660.08	4165.02	20825.10	15060.74	3765.19	18825.93
21.	Sikkim	92.40	273.54	68.39	341.93	442.52	110.63	553.15
22.	Tamil Nadu	1024.63	26107.25	6526.81	32634.06	29419.48	7354.87	36774.35
23.	Tripura	63.59	446.92	111.73	558.65	671.68	167.92	839.60
24.	Uttar Pradesh	15241.13	69750.84	17437.71	87188.55	69536.78	17384.20	86920.98
25.	West Bengal	8325.98	26630.17	6657.54	33287.71	25496.47	6374.12	31870.59
26.	A & N Island	0.00	154.18	0.00	154.18	151.14	0.00	151.14
27.	D & N Haveli	1.93	83.92	0.00	83.92	93.92	0.00	93.92
28.	Daman & Diu	42.44	49.28	0.00	49.28	59.28	0.00	59.28
29.	Lakshdweep	15.97	76.70	0.00	76.70	86.70	0.00	86.70
30.	Pondicherry	231.95	151.86	0.00	151.86	77.12	0.00	77.12
Total		118483.02	387999.00	96870.77	484869.77	368659.10	92047.74	460706.84

Statement-II (ii)

S.No.	State/UTs.	Resources Available (Utilised Balance+ Released)	Resources Utilised	%Age Utilisation	Employment Generation (Lakh Mandays)		
					Target	Achievement	%Ach.
1	2	10	11	12	13	14	15
1.	Andhra Pradesh	40676.28	34556.90	84.96	700.08	701.57	100.21
2.	Arunachal Pradesh	454.14	357.12	78.64	7.99	8.24	103.13
3.	Assam	12393.42	9583.33	77.33	178.63	179.08	100.25
4.	Bihar	97852.33	62281.95	63.65	1245.86	1197.03	96.08
5.	Goa	523.59	363.47	69.42	7.94	8.38	105.54
6.	Gujarat	17042.69	12824.42	75.25	213.23	209.42	98.21
7.	Haryana	4353.90	3304.78	75.90	34.63	33.50	96.74
8.	Himchal Pradesh	1708.18	1001.19	58.61	24.27	21.45	88.38
9.	J & K	3949.36	2534.38	64.17	90.94	48.23	53.03
10.	Karnataka	29830.54	24908.76	83.50	491.56	524.89	106.78
11.	Kerala	9731.61	8888.24	91.33	108.01	127.75	118.28
12.	Madhya Pradesh	56643.69	42377.25	74.81	849.29	759.46	89.42
13.	Maharashtra	53287.30	39801.56	74.69	910.75	1014.47	111.39
14.	Manipur	768.65	506.22	65.86	5.78	9.34	161.59
15.	Meghalaya	1003.48	200.28	19.96	7.88	4.86	61.68

1	2	10	11	12	13	14	15
16. Mizoram		246.17	284.56	115.59	4.15	5.20	125.30
17. Nagaland		969.76	264.07	27.23	11.82	5.76	48.73
18. Orissa		38523.25	28671.48	74.43	623.47	678.31	108.80
19. Punjab		2848.91	408.38	14.33	28.25	6.44	22.80
20. Rajasthan		23915.78	18204.39	76.12	300.89	361.72	120.22
21. Sikkim		645.55	618.83	95.86	5.38	9.27	172.30
22. Tamil Nadu		37798.98	39415.70	104.28	853.09	1069.75	125.40
23. Tripura		903.19	788.23	87.27	12.40	18.43	148.63
24. Uttar Pradesh		102162.11	83562.16	81.79	1320.54	1532.46	116.05
25. West Bengal		40196.57	30492.80	75.86	433.38	414.75	95.70
26. A & N Island		151.14	161.26	106.70	2.26	2.59	114.60
27. D & N Haveli		95.85	33.18	34.62	1.42	0.64	45.07
28. Daman & Diu		101.72	55.02	54.09	1.55	1.11	71.61
29. Lakshdweep		102.67	40.86	39.80	1.45	1.05	72.41
30. Pondicherry		309.07	199.85	64.66	3.16	3.10	98.10
Total		579189.86	446690.62	77.12	8480.05	8958.25	105.64

Statement-III (i)*Financial Progress Under JRY during 1996-97*

(Rs. Lakhs)

S.No.	State/UTs	Month Code	Opening Balance As on 1.4.96 (Derieved)	Total Allocation			Resources Released		
				Centre	State	Total	Centre	State	Total
1	2	3	4	5	6	7	8	9	10
1.	Andhra Pradesh	11	5873.90	13897.91	3474.48	17372.39	14219.46	3554.87	17774.33
2.	Arunachal Pradesh	12	-6.35	142.64	35.66	178.30	71.32	17.83	89.15
3.	Assam	01	2543.37	4574.54	1143.64	5718.18	2287.27	571.82	2859.09
4.	Bihar	01	22518.94	27260.46	6815.12	34075.58	14714.75	3678.69	18393.44
5.	Goa	01	83.98	154.12	38.53	192.65	85.10	21.28	106.38
6.	Gujarat	01	3086.87	5101.00	1275.25	6376.25	4379.07	1094.77	5473.84
7.	Haryana	01	697.75	1225.45	306.36	1531.81	773.39	193.35	966.74
8.	Himachal Pradesh	12	488.35	489.73	122.43	612.16	319.99	80.00	399.99
9.	J & K	01	301.24	995.14	248.79	1243.93	815.79	203.95	1019.74
10.	Karnataka	01	2125.89	9332.27	2333.07	11665.34	8763.06	2190.77	10953.83
11.	Kerala	01	306.62	3395.33	848.83	4244.16	2526.92	631.73	3158.65
12.	Madhya Pradesh	12	8877.66	17611.61	4402.90	22014.51	14004.45	3501.11	17505.56
13.	Maharashtra	01	7775.90	15150.04	3787.51	18937.55	10485.82	2621.46	13107.28
14.	Manipur	12	246.28	182.82	45.71	228.53	126.35	31.59	157.94
15.	Meghalaya	12	750.73	213.92	53.48	267.40	106.95	26.74	133.69
16.	Mizoram	12	-1.73	90.12	22.53	112.65	84.21	21.05	105.26
17.	Nagaland	12	705.69	229.31	57.33	286.64	114.66	28.67	143.33
18.	Orissa	01	5581.19	11274.49	2818.62	14093.11	9924.28	2481.07	12405.35
19.	Punjab		2440.53	871.51	217.88	1089.39	577.87	144.47	722.34
20.	Rajasthan	01	275.59	7317.12	1829.28	9146.40	6894.76	1723.69	8618.45

1	2	3	4	5	6	7	8	9	10
21. Sikkim		01	-2.35	83.49	20.87	104.36	41.75	10.44	52.19
22. Tamil Nadu		01	-2006.81	12563.97	3140.99	15704.96	11113.41	2778.35	13891.76
23. Tripura		12	114.92	237.46	59.37	296.83	229.91	57.48	287.39
24. Uttar Pradesh		01	12319.87	33867.93	8466.98	42334.91	28863.54	7215.89	36079.43
25. West Bengal		12	4799.57	12455.47	3113.87	15569.34	6717.83	1679.46	8397.29
26. A & N Island		01	-17.08	84.41	0.00	84.41	42.21	0.00	42.21
27. D & N Haveli		12	60.06	45.81	0.00	45.81	44.57	0.00	44.57
28. Daman & Diu		11	30.87	26.99	0.00	26.99	26.99	0.00	26.99
29. Lakshdweep		01	33.65	42.32	0.00	42.32	21.16	0.00	21.16
30. Pondicherry		01	109.22	82.64	0.00	82.64	64.68	0.00	64.68
Total			80114.32	179000.00	44679.46	223679.48	138441.52	34560.48	*****

Statement-III (II)

S.No.	State/UTs.	Resources Available (Utilised Balance+ Released)	Resources Utilised	%Age Utilisation	Annual Target	Achievement	% Age Ach.
1	2	11	12	13	14	15	16
1.	Andhra Pradesh	23648.23	10147.94	42.91	373.67	184.85	49.47
2.	Arunachal Pradesh	82.80	87.32	105.46	4.42	1.15	26.02
3.	Assam	5402.46	2694.37	49.87	98.77	54.58	55.26
4.	Bihar	40912.38	23548.64	57.56	489.25	354.71	72.50
5.	Goa	190.36	213.95	112.40	4.39	4.91	111.85
6.	Gujarat	8560.71	3737.11	43.65	109.14	67.47	61.82
7.	Haryana	1664.49	1082.83	65.05	15.73	9.84	62.56
8.	Himachal Pradesh	888.34	408.60	46.00	7.63	7.38	96.72
9.	J & K	1320.98	644.61	48.80	47.27	20.91	44.24
10.	Karnataka	13079.72	7471.66	57.12	255.74	154.81	60.53
11.	Kerala	3465.27	2629.05	75.87	59.73	32.71	54.76
12.	Madhya Pradesh	26383.22	11961.01	45.34	444.97	217.21	48.81
13.	Maharashtra	20883.18	9985.45	47.82	469.32	251.20	53.52
14.	Manipur	404.22	134.57	33.29	3.20	3.00	93.75
15.	Meghalaya	884.42	258.96	29.28	4.35	5.06	116.32
16.	Mizoram	103.53	84.93	82.03	2.29	1.48	64.63
17.	Nagaland	849.02	164.41	19.36	6.54	4.18	63.91
18.	Orissa	17986.54	10164.03	56.51	321.32	224.89	69.99
19.	Punjab	3162.87			15.42		0.00
20.	Rajasthan	8894.04	5214.12	58.62	162.92	102.84	63.12
21.	Sikkim	49.84	145.79	292.53	1.49	2.17	145.64
22.	Tamil Nadu	11884.95	10565.05	88.89	406.90	256.78	63.11
23.	Tripura	402.31	662.00	164.55	6.35	14.85	233.86
24.	Uttar Pradesh	48399.30	27568.07	56.96	603.21	504.35	83.61
25.	West Bengal	13196.86	8714.16	66.03	221.86	125.83	56.72
26.	A & N Island	25.13	28.57	0.00	1.25	0.45	36.00
27.	D & N Haveli	104.63	21.63	20.67	0.65	0.51	78.46

1	2	11	12	13	14	15	16
28.	Daman & Diu	57.86	15.11	26.11	0.85	0.27	31.76
29.	Lakshdweep	54.81	31.31	57.12	0.80	0.57	71.25
30.	Pondicherry	173.90	91.82	52.80	1.74	1.16	66.67
Total		253116.32	138477.07	54.71	4141.37	2610.12	63.03

Kerosene Depot

2856. SHRI N.K. PREMCHANDRAN : Will the PRIME MINISTER be pleased to state :

(a) whether Matsyafed in Kerala has applied for sanction for opening Kerosene depots at certain important locations;

(b) whether the Government have recorded any clearance for the same;

(c) if so, the locations in which these are proposed to be opened; and

(d) whether Matsyafed is allowed to import duty free multifilament yarn and twine?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU): (a) A request was earlier received from the Government of Kerala for allotment of Kerosene wholesale dealerships to Matsyafed at five locations, namely, Vizhinjam (Trivandrum), Neendakara (Kollam), Valanjavazhi (Alappuzha), Puthiyappad (Kozhiakode) and Ponnani (Malappuram). The State Government was advised that Matsyafed should apply in response to the advertisements of the oil companies subject to their meeting the eligibility criteria.

(b) No, Sir.

(c) Does not arise.

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

[Translation]

Employment Guarantee Scheme

2857. SHRI JAYSINH CHAUHAN : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) whether the Government have cleared the proposal for implementing the Employment Guarantee Scheme in all the Blocks of the country;

(b) If so, the details thereof;

(c) the number of Blocks in which the said Scheme has been implemented so far;

(d) the minimum number of days in a year for which the persons of poor families in villages are provided employment under the said scheme and the number of persons who are provided employment under the said scheme; and

(e) the expenditure likely to be incurred by each block for the implementation of the said Scheme?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) Yes, Sir. Government have decided to implement the Employment Assurance Scheme in all the blocks of the country.

(b) It has been decided to extend EAS to all the non-EAS blocks of the country within 2 years. Accordingly, EAS has been extended to 1123 blocks of the country and funds at the rate of Rs. 20 lakhs per block has been released to the District Rural Development Agencies to implement the scheme. The remaining blocks of the country will be covered during 1997-98.

(c) So far, the EAS is being implemented in 4329 blocks of the country.

(d) The purpose of the scheme is to provide 100 days labour employment, during the off season, to all those who are needy and who have registered their names with the Panchayats for the employment. So far 235 lack people have been registered under the scheme.

(e) The employment assurance scheme is a demand based scheme, therefore, no allocation has been made for any state/block. The expenditure on each block depends on the demand of labour employment.

Alternative Fuel

2858. SHRI AMAR PAL SINGH : Will the PRIME MINISTER be pleased to state :

(a) whether Government have any scheme to run the vehicles with alcohol as done in Brazil;

(b) if so, the time by which the Government propose to implement the same; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU): (a) to (c) No Sir. However, Government have set up a committee under the chairmanship of Secretary, Ministry of Food to examine the possibility of mixing alcohol produced by Sugar Manufacturing/Distillery units with petrol/diesel for use as motor fuel.

Space Centre

2859. SHRI DHIRENDRA AGARWAL : Will the PRIME MINISTER be pleased to state :

(a) whether the Government propose to send any Indian cosmonaut in space by launching the rocket from Sriharikota Space Centre;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION AND MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI YOGINDER K. ALAGH) : (a) No, Sir.

(b) Does not arise.

(c) Present scope of Indian space programme includes the deployment of only unmanned satellites for meeting the developmental goals of our nation in the fields like management of natural resources, telecommunication, television broadcasting and meteorology through our launch vehicle programmes such as PSLV and GSLV. The use of manned flight through launch of the Indian rocket from Sriharikota space centre and the corresponding high investment does not find justification at the present juncture in the context of our priorities of utilisation and exploration of space. However, the question of human space flights will continue to be studied and considered in the overall context of the space programme depending on scientific merits, opportunities for international cooperation and availability of resources.

Oil Refineries

2860. DR. RAMKRISHNA KUSMARIA : Will the PRIME MINISTER be pleased to state :

(a) the number of oil refineries functioning in the country at present;

(b) the names of States and places where these oil refineries are situated;

(c) whether the Government propose to set-up more such refineries; and

(d) if so, the time by which the final decision is likely to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU) : (a) At present 14 Refineries are functioning in the country.

(b) The details are as under :

Refinery	State
IOC, Digboi	Assam
BPC, Mumbai	Maharashtra
HPC, Mumbai	Maharashtra
HPC, Vizag	Andhra Pradesh
IOC, Guwahati	Assam
IOC, Barauni	Bihar
IOC, Koyali	Gujarat
IOC, Haldia	West Bengal

IOC, Mathura U.P.

CRL, Cochin Kerala

MRL, Chennai Tamil Nadu

BRPL, Bongaigaon Assam

Narimanam Tamil Nadu

MRPL, Mangalore Karnataka

(c) and (d) Two grass root refineries viz IOC-Panipat refinery and Numaligarh refinery a JVC of BPC, IBP and Government of Assam, of capacity 6 MMTPA and 3 MMTPA respectively are under advanced stage of construction. Government had decided, in principle, in July, 1992 for setting up of 3 new grass root Joint Venture refineries during the 8th/9th Plan, with a capacity of 6 MMTPA each. The refineries are to be located in Eastern India, Central India and Western India. The public sector oil companies for these refineries would be Indian Oil Corporation for Eastern India, Bharat Petroleum Corporation, for Central India and HPCL for Western India.

The Government has also issue LOI for setting up of 7.00 MMTPA refinery in U.P. as a JVC by BPCL and Shell International and also a 6 MMTPA refinery in the State of Punjab as JVC by HPCL and ARAMCO of Saudia Arabia.

Government of India has welcomed proposals for private investment including foreign investment in the refining sector following liberalisation of Industrial Policy. In pursuance to this policy, LOIs have been granted to 12 companies for setting up of refineries in the Private Sector including seven numbers as Export Oriented Refineries.

Construction of Houses

2861. SHRI N.J. RATHWA : Will the PRIME MINISTER be pleased to state :

(a) whether the Union Government have provided any financial assistance to the Government of Gujarat for the construction of houses for weaker sections of the society particularly the number of the tribal families during the last three years;

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

(c) the number of families benefited thereby and the number of Scheduled Caste/Scheduled Tribe families out of them during the above period, year-wise and State-wise;

(d) the amount of assistance proposed to be provided by "HUDCO" to each State, particularly to Gujarat for Scheduled Caste/Scheduled Tribe families for the purpose; and

(e) the time by which the said assistance is likely to be provided to the States?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) to (c) Union Government is not providing any financial assistance to the State Governments for urban housing, including housing schemes for tribal families. Housing being a State subject, State Governments formulate and implement various social housing schemes out of the State Plan provision which, if necessary, is supplemented by institutional loans from Housing and Urban Development Corporation (HUDCO). A Statement-I indicating the loans and dwelling units sanctioned by

HUDCO State-wise for the last three years (1993-94 to 1995-96) is enclosed.

(d) and (e) HUDCO's lending pattern is based on the income of the beneficiaries. However, States/UTs are free to make reservation for SC/ST as per State policy in the various social housing schemes implemented by them with HUDCO loan assistance. Loan allocation made by HUDCO on the basis of area, population and demand for the various States and UTs during 1996-97 is given in Statement-II. Loan release against the allocated amount is made depending upon the completion of legal formalities and repayment position of the borrowing agency.

Statement-I (i)

(Rs. in Crores)

S. No.	Name of State	1993-94			1994-95		
		Loan Sanctioned	D.U.s. Sanctioned	EWS Units Sanctioned	Loan Sanctioned	D.U.s. Sanctioned	EWS Units Sanctioned
1	2	3	4	5	6	7	8
1.	Andhra Pradesh	75.56	101466	73112	63.73	82544	34094
2.	Arunachal Pradesh	1.82	228	-	-	-	-
3.	Assam	8.31	4201	805	23.74	8074	3000
4.	Bihar	40.70	39434	13199	11.75	6415	3409
5.	Goa	48.40	-	-	9.00	1757	-
6.	Gujarat	21.74	18988	13494	57.38	15174	9248
7.	Haryana	3.14	9224	7499	19.38	5171	-
8.	Himachal Pradesh	7.34	186	-	5.74	288	4
9.	Jammu & Kashmir	50.26	1796	-	1.30	48	-
10.	Karnataka	53.51	15433	8517	82.47	66828	55439
11.	Kerala	51.48	45282	35350	69.89	19108	7811
12.	Madhya Pradesh	51.18	8598	585	60.04	5945	148
13.	Maharashtra	5.72	13902	1603	73.92	23439	6280
14.	Manipur	6.39	1071	-	6.06	1080	436
15.	Mizoram	5.09	2618	-	-	-	-
16.	Meghalaya	5.79	2179	1707	13.49	4934	4732
17.	Nagaland	29.53	1321	250	5.77	1320	250
18.	Orissa	20.97	9192	3180	37.83	15636	6781
19.	Punjab	46.80	3217	877	28.98	2016	-
20.	Rajasthan	7.43	9141	2349	55.57	14151	9255
21.	Sikkim	128.44	780	-	9.49	4000	-
22.	Tamil Nadu	1.78	60112	41716	121.48	57412	39011
23.	Tripura	79.61	785	-	0.27	975	-
24.	Uttar Pradesh	44.74	54734	47098	66.77	26016	20390
25.	West Bengal	0.16	13716	7700	36.04	18391	1075

1	2	3	4	5	6	7	8
26.	A & N Islands	4.79	500	-	-	-	-
27.	Chandigarh	-	1996	1968	-	274	-
28.	D & N Haveli	-	-	-	-	-	-
29.	Delhi	-	-	-	0.70	45	-
30.	Lakshadweep	-	-	-	-	-	-
31.	Pondicherry	-	-	-	-	-	-
32.	Daman & Diu	-	-	-	-	-	-
Total		800.68	420100	201009	859.96	381041	201366

Statement-I (II)

		(Rs. in Crores)			1	2	9	10	11														
S. Name of State No.	1995-96			14. Manipur	15. Mizoram	16. Meghalaya	17. Nagaland	18. Orissa	19. Punjab	20. Rajasthan	21. Sikkim	22. Tamil Nadu	23. Tripura	24. Uttar Pradesh	25. West Bengal	26. A & N Islands	27. Chandigarh	28. D & N Haveli	29. Delhi	30. Lakshadweep	31. Pondicherry	32. Daman & Diu	
	Loan Sancti- ioned	D.Us. Sancti- ioned	EWS Units Sancti- ioned																				
1	2	9	10	11																			
1.	Andhra Pradesh	76.63	104179	29563	5.77	1659	20																
2.	Arunachal Pradesh	-	-	-	5.26	1755	-																
3.	Assam	35.65	17750	11252	0.94	78	-																
4.	Bihar	26.32	14302	12057	-	-	-																
5.	Goa	0.42	24	-	18.74	5546	4600																
6.	Gujarat	46.00	10312	6053	8.21	7422	-																
7.	Haryana	56.07	26827	-	75.10	21379	11975																
8.	Himachal Pradesh	34.08	13081	12438	6.50	585	-																
9.	Jammu & Kashmir	13.67	592	-	159.88	41269	19318																
10.	Karnataka	92.84	36133	30532	0.73	110	50																
11.	Kerala	118.52	27217	15370	57.57	23521	21780																
12.	Madhya Pradesh	74.64	8195	266	38.30	23364	2050																
13.	Maharashtra	38.17	11377	-	1.49	67	-																
					Total	991.50	396745	177324															

Statement-II**State-wise Revised Allocation for the Year 1996-97
Revised Allocation**

	Rural	EWs	LIG	MIG	HIG	Total	Remuner	G.Total	
	1	2	3	4	5	6	7	8	
1.	A & N Islands	0.03	0.02	0.07	0.06	0.05	0.23	0.03	0.25
2.	Andhra Pradesh	23.09	16.30	28.00	23.20	16.12	106.72	12.12	118.85
3.	Arunachal Pradesh	0.06	0.04	0.11	0.07	0.07	0.36	0.04	0.40
4.	Assam	2.14	1.24	3.72	3.10	5.89	16.10	1.83	17.93
5.	Bihar	12.39	4.06	8.64	7.20	9.43	41.71	4.74	46.45

	1	2	3	4	5	6	7	8
6. Chandigarh	0.12	0.00	0.24	0.20	0.16	0.79	0.09	0.88
7. D & N Haveli	0.01	0.01	0.02	0.01	0.01	0.05	0.01	0.06
8. Daman & Diu	0.01	0.01	0.02	0.02	0.02	0.08	0.01	0.09
9. Delhi	1.51	1.00	3.01	2.51	2.01	10.04	1.14	11.17
10. Goa	0.18	0.12	0.37	0.30	0.24	1.22	0.14	1.36
11. Gujarat	5.21	6.00	14.00	10.00	15.20	50.42	5.73	56.15
12. Haryana	1.17	1.40	4.00	7.60	1.56	15.73	1.79	17.52
13. Himachal Pradesh	4.63	0.21	0.64	1.50	2.44	9.42	1.07	10.49
14. Jammu & Kashmir	1.02	5.00	2.04	1.70	3.58	13.35	1.52	14.86
15. Karnataka	12.57	11.23	30.80	11.75	13.83	80.18	9.11	89.29
16. Kerala	9.43	11.86	29.19	16.14	8.65	75.26	8.55	83.81
17. Lakshadweep	0.01	0.01	0.02	0.02	0.01	0.07	0.01	0.08
18. Madhya Pradesh	6.07	4.05	30.00	25.00	17.82	82.94	9.42	92.36
19. Maharashtra	8.47	7.00	20.17	16.81	15.00	67.46	7.66	75.12
20. Manipur	0.32	0.28	2.76	5.48	2.21	11.05	1.25	12.30
21. Meghalaya	0.41	0.40	0.62	0.61	1.33	3.37	0.38	3.75
22. Mizoram	0.25	0.38	1.13	3.00	0.90	5.65	0.64	6.30
23. Nagaland	0.24	1.06	4.14	0.39	0.31	6.14	0.70	6.83
24. Orissa	8.40	1.89	5.60	4.72	7.46	28.07	3.19	31.26
25. Pondicherry	0.13	0.09	0.26	0.22	0.18	0.88	0.10	0.98
26. Punjab	1.71	1.14	3.42	8.00	6.30	20.59	2.34	22.92
27. Rajasthan	8.28	6.00	18.00	23.55	12.50	68.33	7.76	76.09
28. Sikkim	0.02	0.01	0.03	0.03	0.02	0.11	0.01	0.12
29. Tamil Nadu	21.05	5.13	44.61	31.73	20.76	123.29	14.04	137.33
30. Tripura	0.33	0.20	0.61	0.51	0.41	2.06	0.23	2.30
31. Uttar Pradesh	11.25	7.50	22.50	18.75	15.00	75.01	8.52	83.53
32. West Bengal	4.64	3.09	11.66	17.79	14.16	51.34	5.83	57.18
Total	145.20	96.80	290.40	242.00	193.60	968.00	110.00	1078.00

Indira Awas Yojana

2862. SHRI DATTA MEGHE : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) the number of houses constructed under 'Indira Awas Yojana' in Maharashtra and the details of open and constructed areas of land of allocated houses, district-wise;

(b) whether some of the allottees had proper housing facilities of their own, resulting in non-occupation of allotted house;

(c) the number of people who do not possess the housing facilities so far and reasons for neglecting them;

(d) whether the hand-pump installed for Scheduled Castes/Scheduled Tribes are lying out of order for the last many years resulting in their dependency on other people for potable water;

(e) whether the Government propose to make potable water and pucca houses available for Scheduled Caste/Scheduled Tribe people of the state in future; and

(f) if so, by when these facilities are likely to be made available to the families of SC/ST?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) to (f) The information is being collected and will be laid on the Table of the House.

[English]

Exploration of Hydrocarbons

2863. SHRI MANGAT RAM SHARMA :

SHRI GULAM MOHD. MIR MAGAVI :

Will the PRIME MINISTER be pleased to state :

(a) whether the drilling work for exploration of

Hydrocarbon in Surinsur and other place of J and K, has been abandoned after failing to reach the target depth;

(b) if so, whether the Government propose to restart drilling at Surinsur and the measures being taken to reach upto the target depth;

(c) if not, the reasons thereof;

(d) whether a study under guidance of International Expert is being carried out to review the exploration activities in J and K; and

(e) if so, the outcome thereof?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU): (a) Drilling was carried out by ONGC in Surinsar area at two locations (SNS-1 and SNS-2) and it had to be terminated before reaching the target depth due to technical reasons. Two other wells drilled without success in J and K in Karewa valley at Chattergam and Narbal were abandoned after meeting their geological objective.

(b) and (c) No, Sir. The geological, geophysical and drilled well data of the entire Foothills area (which include Jammu region also) was examined and re-evaluated jointly by a team of ONGC and British Petroleum (B.P.) Personnel, but the prospectivity of the area was found to be.

(d) and (e) Dr. A.W. Bally, an eminent expert has been engaged by ONGC for evaluation of Ganga - Himalaya petroleum prospects in general. This study does not specifically cover prospectivity of Jammu area but is likely to highlight the strategy for exploration in thrust folded belt of Ganga Himalaya Region in general. The study was initiated in January, 1996 and results of the study are scheduled to be presented to ONGC in July, 1997.

Housing Problem

2864. SHRI MOHAMMAD ALI ASHRAF FATMI : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) whether any efforts are being made by the Government in Rural Areas to solve the housing problem;

(b) if so, the number of Houses constructed under the various schemes during the last three years and the State-wise details of the houses to be allotted to the poor and backward people of various communities;

(c) whether the Government would be able to solve the housing problem by the year 2000; and

(d) if so, the annual target fixed for the construction of houses?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) and (b) Yes, Sir. Under Indira Awaas Yojana assistance is provided for construction of houses to specified categories of beneficiaries who are below poverty line. The details of houses constructed and number of persons benefitted under this scheme in the last 3 years are given in the Statement enclosed.

(c) Depending upon the availability of funds, efforts will be made to meet the housing shortage for the people below poverty line in rural areas by the end of the 9th Five Year Plan period.

(d) The target fixed during the 1996-97 for the various States/UTs under Indira Awaas Yojana is 11.23 lakh houses.

Statement

Name of State	Houses constructed/allotted		
	1993-94	1994-95	1995-96
1	2	3	4
Andhra Pradesh	44897	57483	69086
Arunachal Pradesh	120	219	420
Assam	4304	6862	24871
Bihar	88960	59216	114506
Goa	358	329	967
Gujarat	7117	7895	31770
Haryana	1552	3536	9024
Himachal Pradesh	629	853	1727
Jammu & Kashmir	390	1697	3554
Karnataka	8820	13831	37460
Kerala	16999	18549	29368
Madhya Pradesh	48108	48967	125757
Maharashtra	18870	22812	66648
Manipur	208	197	784
Meghalaya	353	283	207
Mizoram	240	368	569
Nagaland	1536	895	470
Orissa	10588	13297	51033
Punjab	2739	3849	1121
Rajasthan	19958	28934	41756
Sikkim	142	108	1065
Tamil Nadu	33758	33176	56885
Tripura	636	567	1348
Uttar Pradesh	47722	50908	159073
West Bengal	13389	15526	34278
A & N Islands	21	21	21

1	2	3	4
D & N Haveli	60	59	13
Daman & Diu	13	45	62
Lakshadweep	0	0	10
Pondicherry	48	0	36
Total	372535	390482	863889

H.S. Diesel

2865. SHRI ANANTH KUMAR : Will the PRIME MINISTER be pleased to state the details of domestic consumption of high Speed Diesel, Aviation Turbine Fuel, Kerosene, LPG Motor Spirit during 1994-95, 1995-96 and 1996-97?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU): The details of domestic consumption of high speed diesel (HSD) Aviation Turbine Fuel (ATF), Kerosene, LPG and Motor Spirit (MS) are given below :

Products	('000' Tonnes)		
	1994-95	1995-96	1996-97* (April-December)
H.S.D.	28261	32254	25596
A.T.F.	1903	2082	1612
Kerosene	8964	9368	7209
L.P.G.	3434	3849	3041
Motor Spirit	4141	4679	3724

* Provisional.

Manufacture of Paraffin Wax

2866. SHRI RAMESH CHENNITHALA : Will the PRIME MINISTER be pleased to state :

(a) whether the Government had decided to abolish the "Paraffin Wax Distribution Control Act, 1912;

(b) if so, the reasons therefor;

(c) whether the Government propose to import Paraffin Wax;

(d) if so, whether the import of paraffin wax is likely to adversely affect the small scale manufacturers; and

(e) if so, the steps taken to protect the small scale manufacturers?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU): (a) and (b) With a view to augment the free availability of the waxes in the country, Government has repealed

the Paraffin Wax (Supply, Distribution and Price Fixation) Order, 1972 and replaced it by Paraffin Wax (Supply, Distribution and Price Fixation Order), 1997.

(c) to (e) Under the new policy, paraffin wax type-I has been made a free trade product. Paraffin Wax type-II and III shall continue to be supplied at the present level at controlled prices to the small scale candle and match box manufacturing units respectively registered on or before 30.6.1986. The additional requirements of the existing and other units will be met by the oil companies at market determined prices or direct import from the international market by them. Paraffin wax has been decanalised with effect from 1.4.1992 and industrial consumers are free to import wax directly to meet their requirements.

Million Wells Scheme

2867. DR. KRUPASINDHU BHOI : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state the amount spent during 1994-95, 1995-96 and 1996-97 under the Million Wells Scheme?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : Under Million Wells Scheme (MWS), the amount spent during 1994-95, 1995-96 and 1996-97 is as under :

Year	Amount spent (Rs. in lakhs)
1994-95	77618.41
1995-96	53828.85
1996-97	28482.36 (upto February, 1997)

Power Policy

2868. SHRI S.D.N.R. WADIYAR : Will the PRIME MINISTER be pleased to state :

(a) whether the Government have any proposal to bring about reforms in the power sector;

(b) if so, the details thereof;

(c) whether a 15 point Action Plan has been proposed for the purpose;

(d) if so, the details thereof; and

(e) the time limit fixed for implementation of these 15 points programme?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (DR. S. VENUGOPALACHARI) : (a) Yes, Sir.

(b) to (e) Based on the intensive discussions with the State Governments and Chief Ministers Conference held in October, 1996 and December, 1996, a Common Minimum National Action Plan on Power has been finalised and adopted for implementation.

The Action Plan, inter alia, seeks to finalise National Energy Policy, set up State Electricity Regulatory Commissions, Central Electricity Regulatory Commission, rationalise retail tariffs, facilitate autonomy of the State Electricity Boards and improvement in management practices of these Boards, encourage improvement in physical parameters, encourage setting up of cogeneration/captive power plants, give high priority for hydro projects and lay emphasis on investments in the North Eastern Region, finalise allocation of liquied fuels, develop mega power projects at pitheads and set up washeries.

The Common Minimum National Action Plan has been forwarded to all the State Governments/Union Territories on 31.12.1996 for its implementation in a time bound manner.

SKO/LDO Dealers

2869. SHRI ANANTHA VENKATARAMI REDDY : Will the PRIME MINISTER be pleased to state :

- (a) the number of SKO/LDO dealers in Andhra Pradesh as on date;
- (b) the quantity of Kerosene Oil/light Diesel Oil-allotted to these agencies during the last three years;
- (c) whether several complaints have been received recently regarding less allotment by Bharat Petroleum Corporation Limited; and
- (d) if so, the details thereof and the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU):

(a) As on 1.10.1996 there were 605 SKO/LDO dealerships in operation in the State of Andhra Pradesh.

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

Rural Development and Poverty Allocation

2870. DR. M. JAGANNATH : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

- (a) whether extension of employment generation schemes and distribution of surplus land are the major tools to be employed by the Government to push up rural development and tackle poverty during the next five years;
- (b) if so, the steps proposed to be taken by the Government in this direction; and
- (c) the allocation made for the Ninth Five Year for the purpose as compare to Eighth Five Year Plan?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) and (b) The

extension of employment generation scheme and distribution of surplus land during next 5 years has been spelt out in the Approach paper to the Ninth Five Year Plan. According to this, the programme for self employment and wage employment would continue in the Ninth Five Year Plan. These programmes would be redesigned to make them more effective as instruments of poverty alleviation. There will be a shift in strategy under IRDP, a self-employment programme, from an individual beneficiary approach to a group and/or cluster approach. This would facilitate higher investment level to ensure viability of projects. The Training of Rural Youth for Self-Employment (TRYSEM) will be revamped in its design, curriculum and method of training to improve employment opportunities for poor. A greater integration on Development of Women and Child in Rural Areas (DWCRA) with IRDP and TRYSEM will be attempted to provide women's growth with greater access to financial resources and training. Employment Assurance Scheme (EAS) will be universalised by 1997-98 as against existing coverage of about 4329 blocks.

Land Reforms in the Ninth Plan would include detection/redistribution of surplus land, tenancy reforms providing for recording the rights of tenants and share croppers, consolidation of holdings, prevention of alienation of tribal lands, providing access on a group basis to poor on Wastelands and Common property resources, permission for leasing-in and leasing-out of land within the ceiling limits, and preference to women in the distribution of ceiling surplus land.

(c) The allocations for the ninth five year plan for the rural development and poverty alleviation schemes have not been finalised. However, Central outlay during 1997-98 (BE) for major rural development and poverty alleviation schemes is proposed to be as under :

Scheme	Outlays (Rs. in crores) (B.E.)
1. Integrated Rural Development Programme (IRDP)	611.00
2. Ganga Kalyan Yojana	200.00
3. DWCRA	65.00
4. TRYSEM	59.00
5. J.R.Y.	2077.70
6. E.A.S.	1970.00
7. Indira Awas Yojana	1190.00
8. Million Wells Scheme	448.00
9. DPAP/DDP	185.00
10. Rural Water Supply Programme	1302.00
11. Rural Sanitations	100.00

Indo-UK Research Project

2871. DR. KRUPASINDHU BHOI : Will the Minister of SCIENCE AND TECHNOLOGY be pleased to state :

(a) whether India and UK have signed an agreement for joint research project under the Science and Technology Agreement, 1996;

(b) if so, the details thereof;

(c) the details of benefits likely to be arrived therefrom; and

(d) the areas where this agreement is likely to work and the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION AND MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI YOGINDER K. ALAGH) : (a) to (d) An Indo-UK S and T Agreement on Cooperation in Science and Technology was signed in New Delhi on January 8, 1996. In pursuance of this Agreement, an Implementing Arrangements was also concluded simultaneously. The Arrangement envisages initially joint research projects in Agro-food, Telecommunications and Manufacturing Technologies. There is a provision for the formation of an Indo-British S and T Joint Committee to develop and monitor the S and T Cooperation. As a follow-up of this initiative joint proposals, preferably having relevance to industry, have been invited from the Indian and the British scientists. It is expected that the collaboration would facilitate in the advancement of technologies.

Quality of Drinking Water in Delhi

2872. SHRI K. PRADHANI : Will the PRIME MINISTER be pleased to state :

(a) whether attention of the Government has been drawn to the news item captioned "Drinking water no longer safe in Delhi" appearing in the 'Hindu' dated February 23, 1997;

(b) if so, the facts thereof; and

(c) the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) Yes, Sir.

(b) and (c) The Delhi Water Supply and Sewage Disposal Undertaking (DWS and SDU) has reported that raw water from the river Yamuna is drawn upstream of Wazirabad Barrage for treatment and supply to Delhi. Drinking water being supplied is potable, wholesome and confirms to the standards laid down for this purpose in the Bureau of India Standards 10500-1991 and Manual on Water Supply and treatment. Quality control measures are taken right from the raw water stage upto the consumer end. Arrangements to monitor the

presence of pesticides in drinking water are being made. The DWS and SDU has also started getting the raw as well as drinking water examined by the Central Pollution Control Board to ensure potability of water.

Self Employment Schemes

2873. DR. T. SUBBARAMI REDDY :

SHRI YELLAIAH NANDI :

KUMARI UMA BHARATI :

SHRI PANKAJ CHOWDHARY :

SHRIMATI JAYAWANTI NAVIN CHANDRA MEHTA :

Will the PRIME MINISTER be pleased to state :

(a) whether there has been a decline in the employment opportunities during the last two years;

(b) if so, the reasons therefor;

(c) whether the Government are working on a massive scheme to provide self-employment to the educated unemployed in the country;

(d) if so, whether the Prime Minister had issued any directive to the various departments to prepare a report on this issue;

(e) if so, whether any concrete programme for self-employment has been worked out including the number of persons likely to be benefitted as a result thereof; and

(f) if so, the time by which it is likely to be announced and implemented?

THE MINISTER OF STATE IN THE MINISTRY OF URBAN AFFAIRS AND EMPLOYMENT AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (DR. U. VENKATESWARLU) : (a) and (b) The information is being collected and will be laid on the Table of the Sabha.

(c) to (f) The Government is contemplating rationalising the existing schemes so that the educated unemployed youths are assisted in an improve manner.

Drinking Water Facility

2874. SHRI TARIQ ANWAR : Will the Minister of RURAL AREAS AND EMPLOYMENT be pleased to state :

(a) the number of villages in Bihar not getting drinking water facility;

(b) whether any survey has been carried out to provide safe drinking water to the far flung villages of Bihar;

(c) if so, the schemes/proposals approved in this regard; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RURAL AREAS AND EMPLOYMENT (SHRI CHANDRADEO PRASAD VARMA) : (a) As on 1.02.97 there were 6364 'habitations' in Bihar without the facility of safe drinking water supply.

(b) Yes, Sir.

(c) and (d) The schemes under the Centrally Sponsored Accelerated Rural Water Supply Programmes are approved by the states under the powers delegated to them. The Schemes under the Minimum Needs Programme are also approved by the States.

12.00 hrs.

PAPERS LAID ON THE TABLE

Legislation by the Lalit Kala Academy (Taking over the Management Ordinance, 1997)

[English]

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI S.R. BOMMAI) : I beg to lay on the Table an explanatory statement (Hindi and English versions) showing reasons for immediate legislation by the Lalit Kala Academy (Taking over the Management Ordinance, 1997)

[Placed in Library. See No. LT-1520/97]

Legislation by the National Highways Laws (Amendment) Ordinance, 1997.

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : On behalf of Shri T.G. Venkatraman, I beg to lay on the Table an explanatory statement (Hindi and English versions) showing reasons for immediate legislation by the National Highways Laws (Amendment) Ordinance, 1997.

[Placed in Library. See No. LT-1521/97]

Demands of Grants of the Department of Space for the year 1997-98.

THE MINISTER OF STATE OF THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION AND MINISTER OF STATE OF THE MINISTRY OF SCIENCE AND TECHNOLOGY (SHRI YOGINDER K. ALAGH) : I beg to lay on the Table a copy of the Detailed Demands for Grants (Hindi and English versions) of the Department of Space for the year 1997-98.

[Placed in Library. See No. LT-1522/97]

Indian Forest Service and action taken by Government on the assurances, promises and undertaking given by the Ministers

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : I beg to lay on the Table-

- (1) A copy of the Indian Forest Service (Appointment by Promotion) (First) Amendment Regulations, 1997 (Hindi and English versions) published in Notification No. G.S.R. 58(E) in Gazette of India dated the 5th February, 1997, under sub-section (2) of section 3 of the All India Services Act, 1951.

[Placed in Library. See No. LT-1523/97]

- (2) 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 Ninth, Tenth and Eleventh Lok Sabha :-

- (i) Statement No. XL - Second Session, 1990

[Placed in Library. See No. LT-1524/97]

- (ii) Statement No. XXIX - Seventh Session, 1991

[Placed in Library. See No. LT-1525/97]

- (iii) Statement No. XXXVI - First Session, 1991

[Placed in Library. See No. LT-1526/97]

- (iv) Statement No. XXX - Second Session, 1991

[Placed in Library. See No. LT-1527/97]

- (v) Statement No. XXXII - Third Session, 1992

[Placed in Library. See No. LT-1528/97]

- (vi) Statement No. XXIX - Fourth Session, 1992

[Placed in Library. See No. LT-1529/97]

- (vii) Statement No. XXVI - Fifth Session, 1992

[Placed in Library. See No. LT-1530/97]

- (viii) Statement No. XXVI - Sixth Session, 1993

[Placed in Library. See No. LT-1531/97]

- (ix) Statement No. XXII - Seventh Session, 1993

[Placed in Library. See No. LT-1532/97]

- (x) Statement No. XXI - Eighth Session, 1993

[Placed in Library. See No. LT-1533/97]

- (xi) Statement No. XIX - Ninth Session, 1994

[Placed in Library. See No. LT-1534/97]

Ninth Lok Sabha

Tenth Lok Sabha

- (xii) Statement No. XIV - Eleventh Session, 1994
[Placed in Library. See No. LT-1535/97]
- (xiii) Statement No. XII - Twelfth Session, 1994
[Placed in Library. See No. LT-1536/97]
- (xiv) Statement No. X - Thirteenth Session, 1995
[Placed in Library. See No. LT-1537/97]
- (xv) Statement No. VII - Fourteenth Session, 1995
[Placed in Library. See No. LT-1538/97]
- (xvi) Statement No. V - Fifteenth Session, 1995
[Placed in Library. See No. LT-1539/97]
- (xvii) Statement No. IV - Sixteenth Session, 1996
[Placed in Library. See No. LT-1540/97]
- (xviii) Statement No. II - Second Session, (Vol. I and II) 1996
[Placed in Library. See No. LT-1541/97]
- (xix) Statement No. I - Third Session, 1996
[Placed in Library. See No. LT-1542/97]

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Annual Budget of the Damodar Valley Project for the year 1997-98 and Demands of Grants of the Ministry of Power for the year 1997-98.

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU): On behalf of Dr. S. Venugopalachari, I beg to lay on the Table-

- (1) A copy of the Annual Budget (Hindi and English versions) of the Damodar Valley Corporation for the year 1997-98, under sub-section (3) of section 44 of the Damodar Valley Corporation Act, 1948.

[Placed in Library. See No. LT-1543/97]

- (2) A copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Power for the year 1997-98.

[Placed in Library. See No. LT-1544/97]

Annual Report of the Oil Industry Development Board for the year 1995-96 and Review by Government of the working of the Board.

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI T.R. BAALU): I beg to lay on the Table-

- (1) (i) A copy of the Annual Report (Hindi and

English versions) of the Oil Industry Development Board for the year 1995-96, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Oil Industry Development Board for the year 1995-96.

- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. LT-1545/97]

Annual Report of the Building Materials and Technology Promotion Council, New Delhi for the year 1995-96 and Review of the working of the council.

THE MINISTER OF STATE IN THE MINISTRY OF PERSONNEL, PUBLIC GRIEVANCES AND PENSIONS AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI S.R. BALASUBRAMONIYAN) : On behalf of Dr. U. Venkteswarlu, I beg to lay on the Table-

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Building Materials and Technology Promotion Council, New Delhi, for the year 1995-96, alongwith Audited Accounts.

- (ii) A copy of the Review (Hindi and English versions) by the Government of the working of the Building Materials and Technology Promotion Council, New Delhi, for the year 1995-96.

- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. LT-1546/97]

12.03 hrs.

MESSAGES FROM RAJYA SABHA

AND

BILLS AS PASSED BY RAJYA SABHA - LAID

[English]

SECRETARY-GENERAL : Sir, I have to report the following messages received from the Secretary-General of Rajya Sabha :

- (i) "In accordance with the the provisions of rule 111 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the Lalit Kala Adademi

(Taking Over of Management) Bill, 1997 which has been passed by the Rajya Sabha at its sitting held on the 10th March, 1997."

- (ii) "In accordance with the the provisions of rule 127 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to inform the Lok Sabha that the Rajya Sabha at its sitting held on the 10th March, 1997 agreed without any amendment to the Depositories Related Laws (Amendment) Bill, 1997 which was passed by the Lok Sabha at its sitting held on the 5th March, 1997."
- (iii) "In accordance with the the provisions of rule 111 of the Rules of Procedure and Conduct of Business in the Rajya Sabha, I am directed to enclose a copy of the National Highways Laws (Amendment) Bill, 1997 which has been passed by the Rajya Sabha at its sitting held on the 11th March, 1997."

Sir, I lay on the Table two Bills as passed by Rajya Sabha on 10th March, 1997 and 11th March, 1997 respectively :

1. The Lalit Kala Akademi (Taking Over of Management) Bill, 1997.
2. The National Highways Laws (Amendment) Bill, 1997.

12.04 hrs.

DEMANDS FOR SUPPLEMENTARY GRANTS — (GENERAL)-1996-97

[English]

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI M.P. VEERENDRA KUMAR) : I beg to present a statement (Hindi and English versions) showing the Supplementary Demands for Grants in respect of Budget (General) for 1996-97.

[Placed in Library. See No. LT-1547/97]

DEMANDS FOR EXCESS GRANTS — (GENERAL)-1994-95

[English]

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI M.P. VEERENDRA KUMAR) : I beg to present a statement (Hindi and English versions) showing the Demands for Excess Grants in respect of the Budget (General) for 1994-95.

[Placed in Library. See No. LT-1548/97]

12.04½ hrs.

RE: SITUATION IN UTTAR PRADESH

[Translation]

(Interruptions)

SHRI ATAL BIHARI VAJPAYEE (Lucknow) : Mr. Deputy Speaker, Sir, one more murder has taken place in Uttar Pradesh. Renowned doctor, Dr. Ved Bhushan of Muzaffarnagar was assassinated yesterday in his clinic in broad day light.

Assassins came in the guise of patients. He was attending to patients. Now doctors will refuse to attend to patients. But I would like to bring to the notice of the House an aspect related to this murder. The same doctor was kidnapped on 6th November, 1996. He was released from the kidnappers. The kidnappers were arrested and 18th March was fixed for the identification in the Court. He was determined to identify them while the people were advising him not to do so as the danger was looming large on his life. He said that he wanted to go to court he was assassinated.

Is the Uttar Pradesh Government not aware of these facts? A year back he was kidnapped and it caused a lot of tension and led to clashes in Muzaffarnagar. District officers and the officers of the State must have been aware of the incident. No arrangements were made for his security. If he was about to be produced before the Court, adequate security must have been provided to him. The news received recently from Muzaffarnagar shows that he was left to his destiny and at the mercy of God. There is a stage of a-narchy in Uttar Pradesh. I want that the hon. Home Minister should issue directions that all the facts related to this incident be collected and the House should be taken into confidence. We cannot afford to sit silent. So far as Katheriaji's case is concerned, no statement has so far been given on behalf of the Government in this regard... (Interruptions)

MR. DEPUTY SPEAKER : Dr. Joshi.

SHRI PRABHU DAYAL KATHERIA (Ferozabad) : Mr. Deputy Speaker, Sir, I may also be allowed to say something.

MR. DEPUTY SPEAKER : Let him speak, I will also give you an opportunity.

DR. MURLI MANOHAR JOSHI (Allahabad) : It is really a matter of shame that such incidents are taking place in Muzaffarnagar, Meerut and its surrounding areas. The administration of Uttar Pradesh is in the hands of the Central Government. Hence becomes more shameful. The Ferozabad incident is being raised in the House for the last few days. No progress has been made in the Farrukhabad case. Prior to this the SDM of Aayodhya district was killed in Allahabad. Five Bhartiya Janata Party activists were shot dead in Hamirpur. A person was also killed in Bulandshahr. Is there peace

in any of the districts or cities? Today a complete bandh is being observed in Muzaffarnagar. What is this happening? We read statement of Chief Secretary and Governor daily that the number of crimes is declining in Uttar Pradesh. Is the number of crimes decreasing or increasing? Those who come forward to identify any criminal they are being killed. Crime cannot be committed without any political protection. Political bosses are behind them. Without them they cannot dare to commit crimes. I would like to know the names of influential political leaders in Uttar Pradesh who are protecting these criminals. This question is not related to Governor only. There are many political leaders in the Government who are protecting the criminals and they are being encouraged to commit crimes...*(Interruptions)*

MR. DEPUTY SPEAKER : Let me say a few words. Vajpayeeji made a mention of Muzaffarnagar incident just now.

(Interruptions)

MR. DEPUTY-SPEAKER : Two days back the hon'ble Speaker said about Shri Katheriaji's case. It is not in record and all of you know also. In Uttar Pradesh the situation has gone out of hands and crimes are being committed on a large scale. It has become a gimmicks.

(Interruptions)

MR. DEPUTY SPEAKER : You sit down, please I want the Home Minister a statement on Katheriaji's case and the case of Muzaffarnagar.

(Interruptions)

[English]

SHRI NIRMAL KANTI CHATTERJEE (Dumdum) : Sir, I also want to say something on U.P...*(Interruptions)* Murders are taking place there, which is condemnable as the Leader of the Opposition has mentioned ...*(Interruptions)*

[Translation]

MR. DEPUTY SPEAKER : I have names all of you, I will call you one by one.

(Interruptions)

[English]

SHRI NIRMAL KANTI CHATTERJEE : Many incidents are taking place which are condemnable. As the Leader of the Opposition has mentioned, a great danger is befalling on U.P. now. There has been a campaign launched by the VHP *yatra* to liberate Krishna Janmasthan, to enact 6th December again by acquiring Shahi Idgah. Now they are shouting about U.P. They say that hopefully this is the first trial of the campaign. They want to liberate Krishna Janmasthan associated with the Idgah. So let the Home Minister respond to this also because that will embroil not only U.P. but the

whole of the country as was done due to the event after 6th December 1992. Nothing can be more serious than these happenings...*(Interruptions)*

[English]

SHRI SOMNATH CHATTERJEE (Bolpur) : I condemn all acts of killings and all acts of murders as the Leader of the Opposition has rightly mentioned ...*(Interruptions)*

MR. DEPUTY-SPEAKER : Nothing is audible.

SHRI SOMNATH CHATTERJEE : Let him condemn what is happening there also.

SHRI NIRMAL KANTI CHATTERJEE : Will the Leader of the Opposition stand up to say that he condemns those forces? Will the Leader of the Opposition or even Dr. Murli Manohar Joshi condemn these efforts as they started liberating Mathura? Why do you not condemn them? Why are you so silent? Why is he not condemning this? He is trying to play a political role...*(Interruptions)*

SHRI SOMNATH CHATTERJEE : Mr. Deputy-Speaker, Sir, I request you to make an observation about this...*(Interruptions)*

12.12 hrs.

At this stage, Shri Prabhu Dayal Katheria and some other hon. Members came and stood on the floor near the Table.

(Interruptions)

12.12 hrs.

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

MR. DEPUTY-SPEAKER : Nothing will go on record.

*(Interruptions)**

MR. DEPUTY-SPEAKER : Please go to your seats.

(Interruptions)

12.14 hrs.

At this stage, Shri Prabhu Dayal Katheria and some other hon. Members went back to their seats.

(Interruptions)

MR. DEPUTY-SPEAKER : Please go back to your seats.

12.14 hrs.

At this stage, Shri E. Ahmed and some other hon. Members went back to their seats.

(Interruptions)

* Not Recorded.

SHRI NIRMAL KANTI CHATTERJEE : They are destroying the secular fabric of this country ...*(Interruptions)*

MR. DEPUTY-SPEAKER : Please go back to your seats.

(Interruptions)

SHRI NIRMAL KANTI CHATTERJEE : What is this? *(Interruptions)* Why are they silent?...*(Interruptions)*

Sir, why are they silent?...*(Interruptions)*. Why are you not directing the Government to respond? ...*(Interruptions)* You should request the Government to respond.

MR. DEPUTY-SPEAKER : Shri Sontosh Mohan Dev.

(Interruptions)

MR. DEPUTY-SPEAKER : Joshiji, please sit down. Let Shri Sontosh Mohan Dev speak.

SHRI SONTOSH MOHAN DEV (Silchar) : Sir, from our party, we fully appreciate the concern expressed by the Leader of the Opposition regarding the incident in Muzaffarnagar. No one in this House, irrespective of any ism, has any difference of opinion on this and we also condemn it. Your direction to the Minister of Home Affairs is not objected to by us; we rather appreciate it. But we shall also, at the same time, expect it from the Chair, which is like the judgement seat of Vikramaditya, that when a person sits in the Chair, he should always look to all sides of the House. The issue that has been raised by Shri Nirmal Kanti Chatterjee is equally of great concern for the whole House...*(Interruptions)* If the situation in Uttar Pradesh is beyond the control of the State Government, which is under President's rule, as expressed by Shri Atal Bihari Vajpayee, it demands more from the party which has supported VHP, to stop that agitation which is a disputed one. I shall request and humbly appeal to you that you should also direct the Government to come forward and make a statement on this.

MR. DEPUTY-SPEAKER : Shri Prabhu Dayal Katheria.

(Interruptions)

MR. DEPUTY-SPEAKER : Please, let Shri Prabhu Dayal Katheria speak. I will allow you also. Let him speak first.

(Interruptions)

MR. DEPUTY-SPEAKER : I have allowed Shri Katheria. Please allow him to speak.

SHRI SOMNATH CHATTERJEE : Sir, an appeal has been made to you to kindly give a direction to the Home Minister to make a statement. If you are not inclined to do that, I call upon the Government to make that statement today. They should make a statement on VHP.

SHRI P.R. DASMUNSI (Howrah) : Sir, we fully support Shri Somnath Chatterjee...*(Interruptions)* Sir, nothing can go on without disposing of this matter raised by Shri Nirmal Kanti Chatterjee. It is the most important issue...*(Interruptions)*

SHRI NIRMAL KANTI CHATTERJEE : Sir, you give a direction to the Government...*(Interruptions)*

SHRI A.C. JOS (Idukki) : Sir, You gave a direction to the Government supporting what Shri Vajpayee had said. You should also give a ruling on the statement of Shri Sontosh Mohan Dev...*(Interruptions)*

SHRI P.R. DASMUNSI : Sir, you give a direction to the Government to make a statement on what Shri Nirmal Kanti Chatterjee said...*(Interruptions)* I fully endorse what Shri Somnath Chatterjee said. The Government should come out with a statement...*(Interruptions)* Nothing can be more important than this...*(Interruptions)*

DR. GIRIJA VYAS (Udaipur) : Sir, it is the most important issue. We want a response from the Government...*(Interruptions)*

SHRI NIRMAL KANTI CHATTERJEE : Sir, you have already given a direction on the earlier issue raised by the Leader of the Opposition. You should direct the Government to make a statement on this. The import of this event may be very serious...*(Interruptions)* It may embroil the whole country...*(Interruptions)*

SHRI AMAR ROY PRADHAN (Coochbehar) : Sir, the Chair should give a direction to the Government to make a statement on what Shri Nirmal Kanti Chatterjee said. If not, a *suo motu* statement should come from the Government...*(Interruptions)*

SHRI A.C. JOS : Sir, I do not question your impartiality...*(Interruptions)* Please give a direction to the Government.

SHRI BASU DEB ACHARIYA (Bankura) : Sir, what prevents you from giving a direction to the Government? ...*(Interruptions)*

SHRI P.R. DASMUNSI : Sir, the Minister of Parliamentary Affairs is here, Shri Jena, you come out with a statement...*(Interruptions)* This is a serious matter...*(Interruptions)* Sir, we cannot any more allow to see another "Sixth December" in India...*(Interruptions)* The country's interests are very much bigger.

DR. GIRIJA VYAS : Sir, this is an important issue ...*(Interruptions)*

MR. DEPUTY-SPEAKER : I cannot hear. All of you are speaking.

(Interruptions)

SHRI NIRMAL KANTI CHATTERJEE : Sir, I request you to please put on the earphone...*(Interruptions)* The whole country is bursting...*(Interruptions)* Please give a direction to the Government.

MR. DEPUTY-SPEAKER : Please take your seat.

SHRI NIRMAL KANTI CHATTERJEE : Sir, we want a direction from you. Why do you not consider our request?

SHRI E. AHAMED (Manjeri) : Sir, this is a highly sensitive issue. It affects the whole country, particularly the minorities...*(Interruptions)* You please consider the constant threat that the minorities face because of these provocative actions...*(Interruptions)*

SHRI BASU DEB ACHARIYA : Sir, they want to organise a march to Mathura. Government should make a statement on this issue also. The Chair may give a direction...*(Interruptions)*

SHRI N.N. KRISHNADAS (Palghat) : Sir, we are all requesting. Please give a direction to the Government on this.

SHRI MULLAPPALLY RAMACHANDRAN (Cannanor) : Sir, this is a serious issue...*(Interruptions)*

MR. DEPUTY-SPEAKER : Please sit down.

[Translation]

So many Members are speaking at the same time.

(Interruptions)

[English]

SHRI G.M. BANATWALLA (Ponnani) : Why is the Chair silent? Why do you not give a direction to them?

[Translation]

SHRI ATAL BIHARI VAJPAYEE : Mr. Deputy Speaker, Sir, since my name was called, I got up. I they do not want to listen I will sit down...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER : Let us listen to Shri Vajpayee. Please sit down.

[Translation]

SHRI ATAL BIHARI VAJPAYEE : Mr. Deputy Speaker, Sir, some matters relating to Uttar Pradesh were raised in the House with your kind permission. If that discussion is over and the Hon'ble Members sitting on that side want to raise some other matter, they can do so. We have no objection. If the hon. Member...*(Interruptions)*. Now they have started speaking collectively...*(Interruptions)* We were not interrupting them. I still do not understand that...*(Interruptions)*

VAIDYA DAU DAYAL JOSHI (Kota) : The whole family of Karnataka has disappeared. What the Government is doing?

SHRI ATAL BIHARI VAJPAYEE : If the hon. Members are demanding the Government made a statement on Mathura and Kashi, the Government should make a statement. We support that...*(Interruptions)*

[English]

SHRI NIRMAL KANTI CHATTERJEE : You tell the Deputy Speaker. You request him...*(Interruptions)*

SHRI BASU DEB ACHARIYA : The Chair has given a direction on that issue.

[Translation]

SHRI ATAL BIHARI VAJPAYEE : Mr. Deputy Speaker, Sir, is Central Government ruling in Uttar Pradesh? That is why we blame the Central Government. It is the responsibility of the Central Government to maintain peace in Uttar Pradesh. Mathura, Kashi and Ayodhya come under Uttar Pradesh. If our Members are agitated, the Government should come out with a statement. There will be a discussion on it in the House, we will also offer our comments.

[English]

SHRI SOMNATH CHATTERJEE : Sir, I am very happy that the hon. Leader of the Opposition has said that the Government should make a statement on that also. But as the entire House has condemned all the killings and murders that are taking place in Uttar Pradesh, we want to know whether they are condemning the action of the VHP or not.

SHRI N.K. PREMCHANDRAN : Mr. Deputy Speaker, Sir, we want to know the ruling from you in this regard also...*(Interruptions)*

[Translation]

MR. DEPUTY SPEAKER : Satya Deo ji, please take your seat. My problem is that when 15 people speak at a time I cannot make anything who is speaking what...

(Interruptions)

[English]

SHRI SAMIK LAHIRI (Diamond Harbour) : Please tell whether BJP is condemning it or not...*(Interruptions)*

MR. DEPUTY-SPEAKER : Please listen to me. Are you sure to speak on every subject? Can you not listen to others? Behave properly.

(Interruptions)

[Translation]

MR. DEPUTY SPEAKER : Shri Somnath Chatterjee spoke personally. I understand the point. He even said that the Chair was not inclined. That is not the thing. I am fully inclined.

[Translation]

That Government should make statement on this also.

(Interruptions)

[English]

MR. DEPUTY SPEAKER : Now, Shri Prabhu Dayal Katheria will speak.

(Interruptions)

[Translation]

MR. DEPUTY SPEAKER : Fifteen people are speaking. I cannot understand anything.

[English]

MR. DEPUTY SPEAKER : I have allowed Shri Katheria. Please sit down now.

(Interruptions)

SHRI BASU DEB ACHARIA : They are not condemning it...(Interruptions)

MR. DEPUTY SPEAKER : I have allowed Shri Katheria and none else.

(Interruptions)

[Translation]

SHRI PRABHU DAYAL KATHERIA : Mr. Deputy Speaker, Sir, I am submitting this to you with great distress and irony. Rising above party politics and without accusing any party, I narrated my tale of woe that struck to my family on the 12th February. I am a member of this House and you are our protector. It was my duty to put forth before this House the tragedy which has be fallen on my family. I would like to submit that I put this fact before the House on March 4 and the hon. Speaker gave his ruling that the hon. Home Minister should make a statement about my family after getting the full information within 2-4 days.

Mr. Deputy Speaker, Sir, eight days have passed from March 4 to March 12. Have the Government become so crippled that they have not provided any information so far. In my family, one son 18 years old, other son 17 years old and a man of 38-39 years have been kidnapped. I am a member of this House and this could happen to some other hon. Member of the House at any time. I am again saying with anguish that till date 25 days have passed since then but the Government have no information. Mr. Deputy Speaker, Sir, where should I go where shall I demand justice and where shall I get justice? If the Government do not find out the whereabouts of my family members within four days, I will commit suicide inside this House. I am very sad. What should I do?

MR. DEPUTY SPEAKER : All the Members of the House have sympathy with you.

[English]

SHRI P.R. DASMUNSI : Mr. Deputy Speaker, Sir, he has narrated his plight not only in this House but to a number of MPs also. Sir, the Government should inform the House. They must come out with a statement tomorrow.

[Translation]

MR. DEPUTY SPEAKER : Let Katheria ji to complete his saying.

SHRI PRABHU DAYAL KATHERIA : It is very ironical that if we talk about Uttar Pradesh, it is the matter of Maharashtra that comes in the way. We talk about Maharashtra, the issue of Rajasthan is also raised. If we talk about Rajasthan, Madhya Pradesh comes in the way. A criminal is a criminal. He has no relation with anybody, he has no caste, no kith and kin. I can say with a challenge that if the political parties and high officers stop giving protection to criminals, terrorism and crime would cease to exist in India. I am totally distressed due to this danger. I should get justice. If I do not get justice...(Interruptions) I tell everybody that it could happen to any hon. Member. I should get information about my family...(Interruptions)

MR. DEPUTY SPEAKER : I request the Minister of Parliamentary Affairs and would like to tell him that the Hon'ble Speaker has also taken an initiative in this regard.

[English]

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): Sir, I have already taken note of your observation. The Government will make a statement not only on Shri Katheria's case but also on the statement made by the Leader of the Opposition regarding Muzzaffar Nagar. The Government will also make a statement on the point made by Shri Nirmal Kanti Chatterjee. The Government will make three different statements on this issue itself...(Interruptions)

SHRI RAJESH PILOT (Dausa) : Sir, the Government cannot make statement on VHP, Kashi and Mathura. The BJP must make the statement...(Interruptions)

[Translation]

Mr. Deputy Speaker, Sir, I have a request to make whatever our colleague said does not call for a statement to be made in this regard but the Government should tell as to what action they have taken. Today is the fourth day and the hon. Member has said ten times about this in the House and outside the House. No Statement is required thereon. The Government should inform the progress report of this to the House.

The second thing is that Atal ji was speaking that he was reminded of December, 1992. The picture of August 1992 came to my mind when his yatra was proceeding. No statement is required from the Government on this count. Atal ji should categorically say whether he supports the actions of the VHP or not?

[English]

MR. DEPUTY SPEAKER : The matter is already over. Shri Madhukar Sarpotdar.

(Interruptions)

SHRI RAJESH PILOT : Sir, unless they make their stand clear, we will not allow the House to function...(Interruptions)

MR. DEPUTY SPEAKER : I have allowed Shri Sarpotdar.

SHRI RAJESH PILOT : They say that they have no connection with the VHP. The BJP should make a statement here...*(Interruptions)*

[Translation]

SHRI LALMUNI CHAUBEY (Buxar) : A rally which is going to be organised in Bihar should be stopped...*(Interruptions)* The situation is worsening there in the name of rally...*(Interruptions)*. The CAG has passed some remarks against the Bihar Government in its report...*(Interruptions)*

[Translation]

MR. DEPUTY SPEAKER : Shri Chaubey, please sit down.

(Interruptions)

SHRI P.C. THOMAS (Muvattupuzha) : Sir, the VHP leaders are here. Let them say before the House what they feel...*(Interruptions)*

SHRI NITISH KUMAR (Barh) : Sir, I am on a Constitutional point...*(Interruptions)*

MR. DEPUTY SPEAKER : Please sit down. I have allowed Shri Sarpotdar

[Translation]

I will allow you after that

(Interruptions)

SHRI MADHUKAR SARPOTDAR (Mumbai North-West) : Mr. Deputy Speaker, Sir, today is the 12 March. Bomb blasts took place in Mumbai on this day...*(Interruptions)*

[English]

SHRI NIRMAL KANTI CHATTERJEE : On this aspect of the matter, why is he not responding? Are they condemning it or not?...*(Interruptions)*

MR. DEPUTY SPEAKER : Please sit down. Are you Shri Rajesh Pilot's spokesman? Can he not say what he wants to say? He himself is competent enough. Please sit down.

[Translation]

SHRI MADHUKAR SARPOTDAR : I would like to make a submission in this regard. A sum of Rs. 9 crore have offered to kidnap Shri Balasaheb Thakre and hand him over to Dawood Ibrahim. Balasaheb Thakre will be blown up at the instance of ISI of Pakistan within a few days. I want to ask through you whether there is no such person in the country who can meet the challenge that has been thrown to kill a leader of the country by Pakistan by offering Rs. 9 crore to the assailant. We cannot do anything. I ask the august House and Home Minister in this regard...*(Interruptions)*

SHRI MOHAN RAWALE (Mumbai South-Central) : Mr. Deputy Speaker, Sir, Dawood Ibrahim is an enemy of the country. Why is he not being apprehended ...*(Interruptions)*. What does he think of himself ...*(Interruptions)* Four years have elapsed since the Mumbai bomb blasts took place...*(Interruptions)* What do Pakistan assume. Itself...*(Interruptions)*. Hundreds of people were killed in the Mumbai blasts and Dawood is behind that...*(Interruptions)*. This is the CBI report. Dawood is underground, he is a coward...*(Interruptions)*. The Pakistan Government is behind the ISI, who dares the hands Balasaheb Thakre...*(Interruptions)* We will sacrifice ourselves for what.

[English]

SHRI NIRMAL KANTI CHATTERJEE : Sir, the Leader of the Opposition should respond.

12.37 hrs.

At this stage Shri Mohan Rawale come and stood near the Table.

(Interruptions)

MR. DEPUTY SPEAKER : Please go to your seat.

12.38 hrs.

At this stage, Shri Mohan Rawale went back to his seat.

[Translation]

MR. DEPUTY SPEAKER : Jenaji will you say something. This matter relates to Shiv Sena. Balasaheb Thakre has been threatened.

(Interruptions)

MR. DEPUTY SPEAKER : Please let him speak. You please take your seat. He has raised this issue.

[English]

SHRI SRIKANTA JENA : I could not hear anything...*(Interruptions)*

MR. DEPUTY SPEAKER : You please sit down. You do not even allow him to speak.

(Interruptions)

SHRI MADHUKAR SARPOTDAR : Sir, the Government should make a statement in this House regarding Dawood Ibrahim and the ISI activities ...*(Interruptions)*

MR. DEPUTY SPEAKER : Will you allow anybody to speak or not? What is this attitude? Please sit down.

SHRI MADHUKAR SARPOTDAR : Sir, our demand is that the Government should make a statement regarding the ISI activities in our country and also about Dawood Ibrahim and the activities in which he is indulging. When is this Government going to take action

against Dawood Ibrahim? I demand a statement in this House...(Interruptions)

[Translation]

SHRI MOHAN RAWALE : Mr. Deputy Speaker, Sir, why those people want to protect Dawood. Why has this Government not arrested him so far...(Interruptions)

MR. DEPUTY SPEAKER : Please sit down. Let him also speak.

(Interruptions)

MR. DEPUTY SPEAKER : Why do not you allow others to speak?

(Interruptions)

SHRI HARIN PATHAK (Ahmedabad) : Hon'ble Minister of Parliamentary Affairs, you should know that conspiracy is being hatched to assassinate an leader...(Interruptions). Why has he not been arrested so far.

SHRI MOHAN RAWALE : Why Dawood has not been arrested for the last 4 years...(Interruptions). Why has he not been arrested so far.

[English]

MR. DEPUTY SPEAKER : What is this?

(Interruptions)

SHRI SRIKANTA JENA : Sir, I have noted it...(Interruptions)

MR. DEPUTY SPEAKER : He has noted the matter.

[Translation]

SHRI MOHAN RAWALE : It is a very serious matter...(Interruptions) We are not afraid of anybody...(Interruptions)

SHRI MADHUKAR SARPOTDAR : Mr. Deputy Speaker, Sir, please ask the hon. Minister to make a statement...(Interruptions)

[English]

MR. DEPUTY SPEAKER : I have allowed Shri Ramashraya Prasad Singh only.

(Interruptions)

MR. DEPUTY SPEAKER : Do not cross the limit. Take your seat, please.

[Translation]

The hon. Minister has said that he has noted it. He has taken note of it.

(Interruptions)

[English]

MR. DEPUTY SPEAKER : He has taken note of it.

[Translation]

SHRI MOHAN RAWALE : He has killed many of our people...(Interruptions)

[English]

MR. DEPUTY SPEAKER : Allow him to speak now, please. Behave properly. Go to your seat, please.

(Interruptions)

MR. DEPUTY SPEAKER : Do not compel him. Go to your seat please.

[Translation]

SHRI MOHAN RAWALE : Why this Government is protecting Dawood, instead of arresting him?... (Interruptions)

[English]

MR. DEPUTY SPEAKER : I am sorry to say that he is crossing the limit. Take your seat please.

[Translation]

SHRI MOHAN RAWALE : Mr. Deputy Speaker, Sir, please understand our sentiments...(Interruptions)

[English]

MR. DEPUTY SPEAKER : I have all the regards for your sentiment. You should have regards for the House. Maintain the decorum of the House. Take your seat, please.

(Interruptions)

[Translation]

MR. DEPUTY SPEAKER : I have regards for your sentiments but you should also have regards for the conventions of the House.

(Interruptions)

SHRI NITISH KUMAR : Mr. Deputy Speaker, Sir, I want time from you on a constitutional point, will you give me an opportunity...(Interruptions)

[English]

MR. DEPUTY SPEAKER : Will you take your seat now?

(Interruptions)

SHRI P.R. DASMUNSI : Sir, will you allow me?... (Interruptions)

MR. DEPUTY SPEAKER : Shri Mohan Rawale, do not compel me.

(Interruptions)

MR. DEPUTY SPEAKER : Shri Mohan Rawale, leave the House, please.

SHRI MOHAN RAWALE : All right, Sir.

12.43 hrs.

At this stage, Shri Mohan Rawale left the House

[Translation]

MR. DEPUTY SPEAKER : Whatever the hon. Member has said will not go on record.

[English]

SHRI NITISH KUMAR : Sir, I am on a constitutional Point...(Interruptions)

[Translation]

MR. DEPUTY SPEAKER : Nitish ji, after Ramashraya Prasadji, I will give you a chance.

(Interruptions)

[English]

MR. DEPUTY SPEAKER : Shri Nitish Kumar, I will allow you later. I have allowed him to speak. Let him speak first.

[Translation]

SHRI NITISH KUMAR : What is meant by this side or that side?... (Interruptions)

Sir, there is no this or that sides in the House but all are hon. Members of the House. If point carries weight, that would be listens. Pick and choose policy can not be applied here. All are hon. Member of the House...(Interruptions)

SHRI RAMASHRAYA PRASAD SINGH (Jahanabad): Sir, the situation prevailing in Bihar is being discussed here. These are the people who are creating anarchy there. Those people who are sitting in the House today are responsible for creating anarchy. I would like to tell you that the points, you are raising about the situation in Uttar Pradesh and Bihar...(Interruptions)

MR. DEPUTY SPEAKER : Please, sit down.

Ramashraya Prasad ji, Please speak on the subject for which you have given notice...(Interruptions)

SHRI RAMASHRAYA PRASAD SINGH : I have been given time but they are not allowing me to speak ... (Interruptions)

Mr. Deputy Speaker, Sir, My point is this that we have got political right but we are not allowed to exercise it. Due to that very reason anarchy is prevailing in the country. If you intend to contain this anarchy, the poor should be allowed to exercise their political right to elect their own Government through the elections. These people are denying political rights to the poors...(Interruptions)

MR. DEPUTY SPEAKER : Please, sit down, Ramashraya Prasad ji I would like to read your subject perhaps, you are forgetting. You have given notice for...

[English]

"Need to start identity card scheme in Bihar"
Please speak on that subject only.

[Translation]

SHRI RAMASHRAYA PRASAD SINGH : Mr. Deputy Speaker. Sir, the main question is that we are not being allowed to exercise our Political right...(Interruptions) I am speaking on my subject but these people are making noise. Therefore, first of all the chair should decide as to what is anarchy...(Interruptions) Mr. Deputy Speaker sir, this is called anarchy that you have given me time to speak but these people are not allowing me to speak. These people who talk about politics do not allow others to exercise political rights.

Mr. Deputy Speaker, Sir, all people of this country have been given right to vote and for that purpose election commission has also formulated rule to issue identity cards to the voters so that they may exercise their right properly. This work has been assigned to the State Governments but the State Government do not want to issue these cards because they want to indulge in rigging in the elections...(Interruptions) The State Government do not to implement this programme. After all what to create anarchy in the elections, they are not implementing this programme. The election commission and the Supreme Court have issued directives to issue identity cards to the voters so that the poor people may exercise their constitutional right but the State Government does not want to implement this programme. That is all I would like to submit. With these words I conclude.

SHRI NITISH KUMAR : Mr. Deputy Speaker. Sir, I would like to draw your attention and through you the attention of the House towards a constitutional matter. I would like to quote here the Article 202 of the constitution.

[English]

Article 202 of the Constitution says :

- "(1) The Governor shall in respect of every financial year cause to be laid before the House for Houses of the Legislature of the State a statement of the estimated receipts and expenditure of the State for that year, in this Part referred to as the "annual financial statement".
- (2) The estimates of expenditure embodied in the annual financial statement shall show separately -
- (a) the sums required to meet expenditure described by this Constitution as expenditure charged upon the Consolidated Fund of the State; and
 - (b) the sums required to meet the other expenditure proposed to be made from the Consolidated Fund of the State;
- and shall distinguish expenditure on revenue account from other expenditure.

[Translation]

I would like to draw your attention towards it.

[English]

Article 205 of the Constitution on Supplementary, additional or excess grants says :

(1) The Governor shall -

(a) if the amount authorised by any law made in accordance with the provisions of article 204 to be expended for a particular service for the current financial year is found to be insufficient for the purposes of that year or when a need has arisen during the current financial year for supplementary or additional expenditure upon some new service not contemplated in the annual financial statement for that year, or

(b) if any money has been spent on any service during a financial year in excess of the amount granted for that service and for that year,

cause to be laid before the House or the Houses of the Legislature of the State another statement showing the estimated amount of that expenditure or cause to be presented to the Legislative Assembly of the State a demand for such excess, as the case may be."

[Translation]

inviting your attention towards these two articles I would like to make a point on the situation of Bihar. The report of Comptroller and Auditor General of India has been submitted in Bihar legislature during this month. I am not saying anything about the entire report of C.A.G. but I am submitting in the context of these two articles only...(Interruptions)

MR. DEPUTY SPEAKER : Let him speak.

SHRI NITISH KUMAR : In the context of article 202 whatever is stated in the report of C.A.G. is mandatory on the part of the Government. The C.A.G. has said in the report.

"that revenue and capital expenditure have not been shown separately in the demands for grants and appropriations as desired under article 202 of the Constitution".

Mr. Deputy Speaker, Sir, this is the way how the Government is functioning. Revenue account and capital have not been shown separately in the budget. Under article 202 it is mandatory. This has been stated in the report of C.A.G. Secondly, with a view to the article 205 it has been stated :

"that excess expenditure of Rs. 5383.63 crores was not regularised till December, 1996"

As per article 205 excess expenditure should be regularised by the house. Despite the violation of article 205, 202 and the report of C.A.G., it has been stated that departmental figures mentioned in the reports of Comptroller and Auditor General of India have not been reconciled with the figures shown in the ledger of Auditor General for several years...(Interruptions)

MR. DEPUTY SPEAKER : Now you please conclude.

SHRI NITISH KUMAR : I will formulate my point...(Interruptions)

MR. DEPUTY SPEAKER : It appears from your submission that it is a state subject.

(Interruptions)

MR. DEPUTY SPEAKER : It is a matter of Legislative Assembly.

(Interruptions)

MR. DEPUTY SPEAKER : I am telling you.

(Interruptions)

SHRI NITISH KUMAR : Sir, please listen to the last line. I have to submit only two sentences...(Interruptions) Please listen to it...(Interruptions)

MR. DEPUTY SPEAKER : You please conclude.

SHRI NITISH KUMAR : Mr. Deputy Speaker, Sir, There is difference between the figures shown in the ledgers of C.A.G. and the State Government. C.A.G. asked repeatedly to tally them. They should be reconciled but that was not done. As a result of which in 1995-96 the expenditure of Rs. 1659.17 crores of 2350 units remained unadjusted. Rs. 5000 crore remained unadjusted, Rs. 1600 crore remain unadjusted as a result of which a scam involving Rs. 8000 crore took place. 61 per cent of the amount involved in the scam belongs to the Union Government...(Interruptions)

MR. DEPUTY SPEAKER : Nitishji, now please sit down.

SHRI NITISH KUMAR : 61 per cent amount of it belong to the Union Government, therefore, the Parliament has full right to discuss this issue...(Interruptions) on the other hand C.A.G. has said so many things in his report and he has also warned the State Government but inspite of that the Chief Minister of the state made a statement in the House that C.A.G. should be arrested. A Constitutional crisis has arisen there. The state is not being governed as per the provisions of the Constitution, therefore, I urge upon the Government to impose financial emergency in Bihar as per article 360 of the Constitution...(Interruptions) I would like to request the Chair to listen to the views of other members also but the Union Government should come out with a clear statement on this issue...(Interruptions)

MR. DEPUTY SPEAKER : Shrimati Sumitra Mahajan.

(Interruptions)

MR. DEPUTY SPEAKER : Please speak, you'll have to speak in this dinful atmosphere.

(Interruptions)

MR. DEPUTY SPEAKER : I shall give my ruling after that.

(Interruptions)

SHRIMATI SUMITRA MAHAJAN (Indore) : Should I speak in such a noise? My voice will not be audible...*(Interruptions)*

SHRI NITISH KUMAR : Mr. Deputy Speaker, Sir, the Constitutional machinery has failed there, Articles 202 and 205 are being violated. For what purpose, the provision of article 360 has been made in the Constitution? I want to draw your attention ...*(Interruptions)*

MR. DEPUTY SPEAKER : The report, which you are referring to, seems to be a report of the State Assembly.

(Interruptions)

MR. DEPUTY SPEAKER : I could not hear it properly.

SHRI NITISH KUMAR : I have raised a Constitutional matter.

DR. MURLI MANOHAR JOSHI (Allahabad) : Mr. Deputy Speaker, Sir, the matter raised by Shri Nitish Kumar in the House, is very important for Constitutional point of view. Some funds are voted by this House for the expenditure of the State Governments. Bihar Government spends the fund voted by the Parliament ...*(Interruptions)* The Constitution provides that revenue account and capital account should be maintained separately. There is provision in the Constitution in this regard...*(Interruptions)*

MR. DEPUTY SPEAKER : I cannot hear a loud voice. I am listening to him.

(Interruptions)

DR. MURLI MANOHAR JOSHI : A provision has been made very clearly in the Constitution in regard to laying of annual financial statement. This annual financial statement should contain the entire amount voted by the Lok Sabha...*(Interruptions)*

MR. DEPUTY SPEAKER : Please sit down for a while.

DR. MURLI MANOHAR JOSHI : Sir, please, tell him to take his seat.

MR. DEPUTY SPEAKER : What I can do?

DR. MURLI MANOHAR JOSHI : There is a provision of showing all the receipts and expenditures of the State Government under different heads...*(Interruptions)*

MR. DEPUTY SPEAKER : I shall give you a chance after him.

(Interruptions)

DR. MURLI MANOHAR JOSHI : I am speaking on the issue raised by Shri Nitish Kumar. Sir, I am informing non about the facts. Please give me your ears and then speak whatever you want...*(Interruptions)*

The funds voted by the Parliament are given to the State Government. The total receipts and expenditure should be there in the estimate and in financial statement and they should be shown under different heads. It is a fact...*(Interruptions)*

MR. DEPUTY SPEAKER : I have a list of sixty names.

DR. MURLI MANOHAR JOSHI : The Government is incurring serious irregularities. Without regularisation or without appropriation, how they are spending money?

13.00 hrs.

How is it possible that the Government has incurred excess expenditure to the tune of Rs. 5,900 crore without regularising it?...*(Interruptions)*

[English]

MR. DEPUTY SPEAKER : The House stands adjourned till 2 p.m.

13.01 hrs.

The Lok Sabha then adjourned for lunch till Fourteen of the Clock.

14.06 hrs.

The Lok Sabha reassembled after Lunch at Six Minutes past Fourteen of the Clock.

[Mr. Deputy Speaker in the Chair]

(Interruptions)

[Translation]

MR. DEPUTY SPEAKER : Now, it is not Zero Hour.

MATTERS UNDER RULE 377

(i) Need to expedite setting up of an Aerodrome at Ajmer, Rajasthan.

[Translation]

PROF. RASA SINGH RAWAT (Ajmer) : Mr. Deputy Speaker, Sir, Ajmer is the most important city from historical, religious, educational, cultural and tourism point of view. Famous Dargah of Sufi Sant Khawaja Saheb is located there and famous pilgrim centre, Pushkar is also located nearby. These religious places are visited by lakhs of people from India and abroad every year. Famous military cantonment and trade centre like Nasirabad and industrial cities like Kishangarh are

also located near Ajmer. However, it is a matter of regret that there is no airport at Ajmer so far. The Government of Rajasthan has allotted land for the airport near Sarachana and the Airport Authority of India has also conducted a survey for this purpose.

The airport could not be constructed at Ajmer despite the Union Government's clearance and assurances given by the hon. President and the hon. Prime Minister. 786th urs of Sufi Saint Khawaja Saheb is going to be held in Ajmer in which 20-25 lakh people are expected to visit Ajmer. A large number of foreigners will also visit Ajmer. Financial resources of the State Government are limited. Therefore, it is requested that the Central Government should accord topmost priority for the construction of an airport in the historical town of Ajmer and it should be linked with other air routes of the country.

(ii) Need to start early the work on Jawaharpur Thermal Power Project at Etah, U.P.

PROF. OM PAL SINGH "NIDAR" (Jalesar) : Mr. Deputy Speaker Sir, then Governor of Uttar Pradesh had announced the Jawaharpur (Etah) Thermal Power Plant Project on 1st January, 1996 but the work on this project has not started so far. In such a situation, the work on project is not likely to be completed by the year 2000. This project has to be completed with Canadian collaboration and an agreement to this effect has already been signed. The project which involves an outlay of Rs. 800 crores would be a boon of 21st century for Etah and nearby areas. It would go a long way in tiding over the power shortage in U.P. and the country as a whole. However, so far neither a land survey has been conducted nor any delegation has visited this place during the year.

Therefore, I request the Central Government that work on Jawahar Pur Thermal Power Project should be started without further delay.

(iii) Need to give honorary membership to M.Ps and MLAs in the cantonment board of that area.

SHRI DADA BABURAO PARANJPE (Jabalpur) : Mr. Deputy Speaker, Sir, there are 63 military cantonments in India. These are being managed by the officers of the Army cantonment Boards consist of elected councillors. This arrangement has been in existence since British time. After independence, the residents of these cantonments have been coming in contact with M.Ps and MLAs as voters. There are some items of work for which the MPs and MLAs have to spend funds in these cantonments from their own quota. Although no rule, law comes in the way doing such works a need is being felt that if a close contact between the MPs, MLAs and the Army officers of the Cantonment Boards is established, it would facilitate the smooth functioning of

Therefore, I request the Central Government that the concerned MPs and MLAs should be given ex-office membership of Cantonment Boards.

(iv) Need to rehabilitate workers displaced due to the Supreme Court's directive for closure of small industrial units in Delhi.

SHRI JAI PRAKASH AGARWAL (Chandni Chowk, Delhi) : Mr. Deputy Speaker, Sir, as a result of the directive of Supreme Court for the closure of small and big industrial units in Delhi, lakhs of workers of these units are likely to be rendered unemployed. If these small industrial units are closed down, the families of these lakhs of workers will face starvation.

I would, therefore, request the Central Government that an effective scheme for the employment and rehabilitation of these workers should be formulated and industrial complex should be earmarked in N.C.R. territory and land should be allotted immediately for relocating the industrial units which are proposed to be closed down under the direction of the Supreme Court or the affected workers should be paid salary for six years.

(v) Need to Lower the Price of Free Sale of Wheat to Gujarat

[English]

SHRI SANAT MEHTA (Surendra Nagar) : Sir, Food Corporation of India has raised the price of free sale of wheat from Rs. 535.70 to Rs. 730.00 per quintal in Gujarat. This price is Rs. 490/- in Punjab and Haryana. In Uttar Pradesh this price is Rs. 500 for Bareilly, and Rs. 540.00 for Lucknow and Kanpur. In Rajasthan it is Rs. 520.00 in Himachal it is Rs. 503.00, in Jammu & Kashmir same is Rs. 520.00, for Gwalior it is Rs. 600.00 and in Maharashtra it is Rs. 740.00.

Thus compared to almost all States it is higher in Gujarat and Maharashtra.

This will result in much higher price of products made out of wheat such as Rava, Atta, etc. and thereby higher price of Bakery products. Flour Mills in Gujarat and Maharashtra will not be able to compete with mills of other States.

In addition to higher price, even supply in January was inadequate. This might result in closure of flour mills in Gujarat. I request the Government of India to take immediate action before it is too late.

(vi) Need to open a godown of Food Corporation of India in Aurangabad, Bihar.

[Translation]

SHRI VIRENDRA KUMAR SINGH (Aurangabad) : Mr. Deputy Speaker, Sir, Aurangabad is an extremely backward district of Bihar. Most of the people the line below poverty line. The Government have decided to

provide wheat and rice at half price to the people living below poverty line. There is no F.C.I. godown or any other godown available in that district.

Therefore, I humbly urge the Central Government to open an F.C.I. godown in Aurangabad (Bihar) on priority basis.

(vii) Need to rejuvenate Barauni and Sindri Fertilizer works in Bihar

SHRI SHATRUGHAN PRASAD SINGH (Balua) (Bihar) : Mr. Deputy Speaker, Sir, alongwith the Barauni Fertilizer Plant in Bihar, Sindri Fertilizer Factory may be rejuvenated. The second fertilizer factory, Sindri, is in a worse condition. In order to increase agricultural production it is essential to rejuvenate the fertilizer plants all over the country. It is costlier to import Fertilizers while the same can be produced at cheaper prices by rejuvenating the fertilizer plants. Proposals from certain investors are pending with the Ministry. When the Government provides guarantee in the power section, it should provide guarantee for rejuvenation of fertilizer units also. It will be in the interests of the farmers as well as the country as a whole.

(viii) Need to provide separate quota of reservation in Government jobs to extreme backward classes

SHRI BRAHAMANAND MANDAL (Monghyr) : Mr. Deputy Speaker, sir, as per the Mandal Commission Report 27 per cent reservation is being provided to OBCs which constitute 52 per cent of the population. Out of this 52 per cent, 33 per cent population is extremely backward. As per the Mungeril Commission Report, 12 per cent reservation is being provided in the State Government services of Bihar on the basis of Karpuri Thakur Formulae in the 26 per cent reserved posts. But in the selection for engineering services in 1993, 12 per cent posts reserved for the extremely backward were declared vacant. The basis on which this was done was that the candidates from the extremely backward classes did not participate in the interview. The candidates from the extremely backward classes moved the Patna High Court against it and then only they could get justice. If the extremely backward classes are not given the reservation in Central Services separately within the 27 per cent provided for all OBCs, they will not be able to get proper benefit of the reservation. The economic, political and social condition of the extremely backward classes is even worse than that of the scheduled castes. This can be verified from the statistics of their participation in the Central Services and State Government Services.

Therefore, the Government of India is urged upon to provide 17 per cent reservation separately for the extremely backward classes out of the 27 per cent posts reserved for OBCs and identify the extremely backward classes in other states as has been done in Bihar.

14.10 hrs.

RE : RALLY BY AGRICULTURAL WORKERS DEMANDING THE PASSAGE OF AGRICULTURAL WORKERS' BILL

[English]

SHRI CHITTA BASU (Barasat) : Sir, with your consent, I rise to invite the attention of the hon. Minister of Labour to a huge rally of agricultural workers drawn from different parts of the country demanding immediate passage of the Agricultural Workers' Bill by this House.

As you know, there are thousands and thousands of agricultural workers who are denied the elementary right of having a decent life and living. It is not only the question of today but right from the year 1975, there have also been constant efforts for organising the rural workers and providing them with certain statutory rights. Several Committees were appointed and recommendations were also made by them. Even a draft legislation was also submitted to the Government.

It is also a part of the commitment made by the United Front Government for providing a legislation at the Central level for the agricultural workers. I think, the hon. Minister is also ready with a draft Bill. Several all-party meetings were also held at the national level.

I want that the Minister of Labour should give an assurance that a Bill of that nature guaranteeing certain rights to the agricultural workers and ensuring better living for the millions of the poorest people of our country would be passed during the Budget Session of this House.

KUMARI MAMATA BANERJEE (Calcutta South) : We all support it, Sir... (Interruptions)

MR. DEPUTY SPEAKER : Please speak one by one.

SHRI HANNAN MOLLAH (Uluberia) : They are demanding the minimum wages... (Interruptions) With that demand they have come here. Still they are dragging their feet.

[Translation]

SHRI RAM NAIK (Mumbai North) : A detailed discussion should be held on it. What is the use of saying so?... (Interruptions)

[English]

KUMARI MAMATA BANERJEE : They should get the minimum wages.

MR. DEPUTY SPEAKER : This is a very important subject. I request the hon. Minister to take note of it and say something.

PROF. RASA SINGH RAWAT (Ajmer) : This is a long pending Bill.

[Translation]

When a Private Members Bill was moved at that time you had given an assurance in the House that you would bring a bill on this very soon.

[English]

THE MINISTER OF LABOUR (SHRI M. ARUNACHALAM) : I have sensed the mood of the House. As the hon. Member has pointed out, this is a long pending Bill.

SHRI NITISH KUMAR (Barh) : Without sensing the mood of the House, you are not willing to do anything.

SHRI M. ARUNACHALAM : I am coming to it. It is hanging for the past 25 years. Through its Common Minimum Programme the present Government is committed to bring a comprehensive legislation on Agricultural Labourers.

MR DEPUTY SPEAKER : When will it be brought?

SHRI M. ARUNACHALAM : I am coming to it, Sir. It is reflected in the President's Address also. The Bill is ready. Meanwhile, a lot of State Governments have opposed Central legislation.

SHRI ANANT GANGARAM GEETE (Ratnagiri) : Which are the States which have objected to it?

KUMARI MAMATA BANERJEE : We must know the States which are objecting to it.

SHRI M. ARUNACHALAM : You please listen to me. The States of Punjab, Maharashtra...*(Interruptions)*

SHRI SURESH PRABHU (Rajapur) : It is not true...*(Interruptions)*

SHRI M. ARUNACHALAM : Major agricultural States are opposing it. Therefore, to implement it, we need the co-operation of the State Governments. The Government has decided to convene a meeting of the Chief Ministers and also the Labour Ministers of the States during the recess period of this Session. After that, we will bring a Bill in the month of April.

SHRI RAM NAIK (Mumbai North) : And will it be passed like the Women's Reservation Bill?
...*(Interruptions)*

[Translation]

PROF. RASA SINGH RAWAT (Ajmer) : You had given assurance on the Women Reservation Bill also. Will this bill meet the blame fate?

[English]

SHRI M. ARUNACHALAM : I hope we will be able to pass it with your cooperation.

SHRI RAM NAIK (Mumbai North) : Our cooperation is there but will you bring it and get it passed?

KUMARI MAMATA BANERJEE : What about the Minimum Wages Act for the agricultural labourers?

SHRI RAM NAIK : We are supporting it but we do not want verbal assurances. The Government is not serious. A Bill which is brought in this House, which is agreed by all, is not being passed. The Government is not finding time to pass it. The Women's Bill is not being passed and now an assurance is coming from the Minister...*(Interruptions)* We are supporting it.

SHRI HANNAN MOLLAH : Why are you comparing one Bill with another? When we are raising an issue about the agricultural labourers, why are you raising the issue of the Women's Bill?...*(Interruptions)* It seems you want to stop both the Bills.

SHRI RAM NAIK : We want both the Bills
...*(Interruptions)*

RAILWAY BUDGET — 1997-98
DEMANDS FOR GRANTS ON ACCOUNT —
(RAILWAYS), 1997-98
DEMANDS FOR EXCESS GRANTS —
(RAILWAYS), 1994-95
DEMANDS FOR SUPPLEMENTARY GRANTS —
(RAILWAYS), 1996-97 *Cont.*

MR. DEPUTY SPEAKER : We have resumed the discussion on the Railway Budget.

KUMARI MAMATA BANERJEE : Yesterday, Shri Krishnadas was on his legs.

MR. DEPUTY SPEAKER : It is on record that he has concluded his speech.

SHRI N.N. KRISHNADAS : Sir, the Railway Minister is discriminating our State. But you too, Sir!

SHRI RAM NAIK (Mumbai North) : In the Business Advisory Committee meeting yesterday it was decided that we would sit up to nine o'clock yesterday but we did not sit late. For today, kindly clarify whether we are going to sit till all speakers have spoken or not. In the Business Advisory Committee meeting it was agreed that we would sit throughout the night today, if necessary. Please guide us.

[Translation]

MR. DEPUTY SPEAKER : If need be, we will sit late in the night.

[English]

SHRI N.N. KRISHNADAS : I have not concluded my speech yesterday, Sir.

MR. DEPUTY SPEAKER : It is on record that you have concluded.

SHRI N.N. KRISHNADAS : I am very sorry, Sir, I did not conclude my speech yesterday.

[Translation]

MR. DEPUTY SPEAKER : Now, your speech has concluded. It is the record. Seven Minutes were given. You have spoken for 13 minutes.

(Interruptions)

MR. DEPUTY SPEAKER : In this way discussion will not conclude.

SHRI GIRDHARI LAL BHARGAVA (Jaipur) : Mr. Deputy Speaker Sir, hon'ble Railway Minister has presented his railway budget wherein he has stated repeatedly that he would not neglect any state and he would keep this thing in mind. I would like to draw the attention of hon'ble Railways Minister towards those points which he had uttered himself. When he visited Jaipur to inaugurate the zonal office and hon'ble Prime Minister was also present there at that time I had made a submission in that regard. In response to that Shri Deve Gowda had said that whatever Bhargava Sahab was saying should be fulfilled.

SHRI NITISH KUMAR : Where did inauguration take place?

SHRI GIRDHARI LAL BHARGAVA : Location has not been decided so far. You and Kalmadi ji had inaugurated the extension of railway line upto Agra-Bandikui. But I do not know what kind of inauguration has done. I do not know whether he had performed Bhoomi Pujan or inaugurated the railway line. Inauguration means to commence the construction of railway line. But railway line has not been laid till date. Therefore, I would like to submit here that due to this there is a loss of Rs. 30 lakhs per day and the transportation has come to stand still and the passengers are facing difficulties. If a person wants to go from Jaipur to Marudhar and any other place, he has to perform a journey of 357 Kilometres unnecessarily. The train passes via Sawai-Madopur and if railway line is extended upto Bandikui-Agra, it will have to cover a total distance of 113 kilometre only. That means, at present it has to cover a distance of 153 kilometres unnecessarily.

There is a loss of time and money and a loss of Rs. 30 lakhs is being suffered daily due to the non-construction of new line. Many M.Ps. and myself had met the hon. Minister and he had given assurance that he would include this project in the normal scheme instead of BOLT Scheme in which he himself has lost faith, thank you very much for included this project in the normal scheme. But Rs. 1 crore have been provided to lay the 113 kilometres long railway line. This amount is insufficient. Hence, I request that when railway is suffering loss in this way the amount provided should be on the basis of Rs. 30 lakhs per day the line would be laid. If that is done The cast of this project is hundred crores instead of one crore. Therefore, you should provide a sum of Rs. hundred crores. Today you are in

the ruling party but when you were in the opposition then also you used to listen. So exclude this project from BOLT Scheme and sanction Rs. hundred crores instead of one crore for this year so that railway line which had been inaugurated by Kalmadi Sahab can be extended from Jaipur to Agra. People will praise you, they will feel joy and Jaipur would be linked with North-East areas of the country.

MR. DEPUTY SPEAKER : Bhargava ji, only raise the issues because in this way you can not conclude your speech within five or seven minutes.

SHRI GIRDHARI LAL BHARGAVA : Mr. Deputy Speaker, Sir, It would be an injustice to me. I want to speak about Rajasthan.

MR. DEPUTY SPEAKER : Every member would desire to speak about his state.

SHRI GIRDHARI LAL BHARGAVA : I would like to make some important submissions about Rajasthan.

MR. DEPUTY SPEAKER : Well, in that case, we shall have to sit late in the night.

SHRI GIRDHARI LAL BHARGAVA : Mr. Deputy Speaker, Sir hon. Railway Minister has said that Rajdhani express would be run once a week but it would not be beneficial. It should be run daily. You have said that it should be run between Delhi and Ahmedabad. In this connection I suggest that it should be run via Abu, Ajmer and in that case the people would certainly be benefited. Therefore, I request that Rajdhani express should be run daily. Due to the single track it can run twice a week on first day it may undertake the UP Journey and the other day the Down journey. The time schedule of this train should be adjusted that it arrives at Jaipur in the morning and reaches Delhi upto 9.30 A.M. so that the people can return to Jaipur by the evening after completing their work. Thirdly, I would like to submit that you have started a train to Madras thrice a week. I had requested you earlier that an way to Madras there is a place named Renigunta fromwhere Tirupati Balaji is 20 kilometres away. If someone goes to Madras he can not go to Tirupati Balaji on his return journey. I request that this train should be run via Resiquanta so that the people could visit the shrine of Tirupati Balaji Resiquanta is situated on half way to Vijaywada.

Fourthly, in the same way a train should be run between Jaipur and Bawal which is on Jaipur-Delhi route via Rewari, Bhiwadi, Palwal so as to extend the railway line upto Bhiwadi industrial town of Rajasthan. For this a survey has already been conducted as per the reply given to one of my questions on this issue.

Roadways buses go upto Jaipur via Bahrod, Bhiwadi, Shahpura, Daruhera, Manorpur Chanbagi and Achrol. Consequent upon the construction of this railway line there would be double track between Jaipur and Delhi and as a result of that all the industrial cities

[Shri Girdhari Lal Bhargava]

falling between these cities would be liked with the railway. I request you to consider this railway line sympathetically.

In the same way now a days many people go to Haridwar from Jaipur via Delhi. If you introduce a new train in place of 13UP/14DN, Ajmer, Pushkar and Haridwar would be linked by railway line and the journey would become more convenient for the passengers.

Earlier a metre gauge line was there between Jaipur and Diggi Toda Raisingh. This line was dismantled saying that it would be replaced by a broad gauge line but it has not been constructed till date as a result of which people are facing a lot of difficulties. Whenever I go to this area people complain to me and demand to construct this line expeditiously. As I requested you earlier also that if this line is converted into broad gauge and extended upto Bhilwara the people would get direct train from Jaipur to Haridwar. Today there is no direct train. At the same time two bogies should be attached to Pooja express at Jaipur for Sawai Madopur and from there these bogies should be attached to Dehradun express so that they can reach Haridwar at 11.00 A.M. Alternatively these bogies can be brought to Delhi and from these bogies be attached to Masoorie express. It will make the journey to Haridwar quite convenient. I want that hon'ble Railway Minister should consider my suggestion seriously.

I would like to make one more submission. It is not too big a task for you but for me it is of utmost importance. Durgapura and Gandhinagar colonies are parts of Jaipur and 2955UP/2956DN and 2413UP/2414DN trains pass through these colonies. But these trains do not stop there as stopage has not been provided there either for UP or DN journeys. We want that traffic should be decongested in Jaipur and maximum facilities should be provided to the people at the nearest point of their homes because if the passenger hires an auto-rickshaw, it will result in consumption of Petrol besides wastage of time and money.

Therefore, my submission is that if the Mumbai bound train is provided a halt at Durgapura and the Pooja Express at Gandhinagar during the upward and downward journeys, I think it would save both money and petrol.

Mr. Deputy Speaker Sir, likewise a container service should be started from Jaipur. You have agreed to introduce it. As the container service is not available at Jaipur, the State Government has to pay to the businessmen to send the containers to Mumbai. Therefore, my submission is that the container service should be started from Kanakpura. It would save the expenses of the State Government and the businessmen would also be benefited. Please do tell while replying

to the debate as to when are you going to start the container service at Jaipur.

Mr. Deputy Speaker Sir, I would like to bring it to the notice of the Hon. Minister that it was announced to set up a zonal office at Jaipur and it was said that it's approval will be granted within seven days but nothing has been done in this regard till date. The site of the office has not yet been finalised. The site of the office is there but the lay out plan has not yet been passed. My submission is that the announcement made by the Hon. Minister should be and a zonal office be set up at the earliest at Jaipur.

Further, my submission is that Kota Zone which has been attached with Mumbai zonal office should be linked with Jaipur Zonal office since Kota is in Rajasthan and Jaipur, the capital of Rajasthan is only 240 Kilometers from Kota whereas Mumbai is 920 Kilometers away from Kota. Therefore, Kota Zone should also be included in Jaipur Zonal Office. Likewise a workshop for the maintenance of enquires should be set up at Bandhikui, where engines of Jaipur, Rewari and Agra can be repaired and maintained. At present engines are sent to Ajmer for repairs and maintenance.

Mr. Deputy Speaker Sir, Jaipur city continues to be crowded. Therefore, the entry of Hassanpur-II should be opened. Platform should be constructed there so that entry can be made there from the northern part. A platform should be constructed at Gandhinagar so that entry can be possible from the Southern part there. The other facilities like availability of tickets etc. should be extended at Hassanpur and Gandhinagar besides constructing platforms.

Mr. Deputy Speaker Sir, my another submission is that computerisation has been done at Jaipur railway station but the printers installed there work very slowly as a result of which the crowd gathers there. The old computers of Delhi have been sent to Jaipur and the new computers have been set up at Delhi. Therefore, my submission is that new computers and printers should be installed at Jaipur so that the work can be done speedily. Due to the old computers, a lot of problems arise in cancellation of tickets. My submission is that this problem should be solved.

Mr. Deputy Speaker Sir, there is no P.R.S. Office at Jaipur. The Hon. Minister has assured to open it in the University Campus it is alright, but I would like to submit that apart from the University it should also be set up at Subhash Chowk and Vidyadhar Nagar so that the people of Jaipur can avail the facility of reservation. My submission is that these offices should be set up in the walled city also, so that the people can have the facilities.

Sir, there is a Shatabdi Train from Ajmer for Jaipur but it has been made a passenger train by providing halts at several places. Half an Hour could be saved by reducing it's halts so that it can run like a Shatabdi Train and reach here in time. This train does not run on

Sunday. It is also not good. Please consider it and such an arrangement should be made so that this train may run on Sunday also. There is a dire need of a daily train between Jaipur and Mumbai. Likewise the number of reserved coaches should be increased in Jodhpur Howrah Train. We have a limited quota. Even the residents of Jaipur have less quota in Pooja Express. Therefore, my submission is that the quota in Pooja Express should be increased.

Mr. Deputy Speaker Sir, my submission to the hon. Minister through you is that under political pressure unnecessary halts have been provided to the Intercity Express train due to which it reaches here late. It steams off from Jaipur at 6.00 A.M. and reaches Delhi at 2.30 P.M. when its arrival time here is 11.00 A.M. but it never reaches here in time. It appears as if to please several leaders its halts have been increased and this Intercity Express has been converted into a passenger train. My submission in this regard is that its halts should be reduced. A ring railway for Jaipur is to be constructed but the people are encroaching the land of railways illegally. Therefore, my submission is that a railway line should be laid on it the earliest.

Mr. Deputy Speaker Sir, the senior citizens of the age of 65 years and above have been given a concession of 25 percent. I would like to submit that a person retires in 58 years, therefore, he should get this facility at the age of 60 years. Therefore, the age of senior citizen should be reduced from 65 years to 60 years. My submission is that a senior citizen gets 50 percent concession in air travel but the 25 percent concession in railway is very less. Therefore, my submission is that this concession should be increased from 25 percent to 50 percent. My other submission is that an attendant should also be allowed with the senior citizen and he should also be given 50 percent concession in fare so that the old man can have his company for his look after and help. My submission is that while replying to the debate on the Railway Budget an announcement to this effect should be made. Shri Mahavir ji is a holy place of the Jain Community. The train should be provided a halt there also so that the Jain pilgrims can get down there to visit that place.

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : I agree that the train should not be provided a halt unnecessarily. When the Hon. Members propose for a project it does not create a problem for us but when they insist on providing a halt of the train then it becomes a problem. We have to face it under the pressure of the public. My submission to all the Hon. Members is that please pressurise for all other things. I would find out a solution to all these, except providing a halt of the train. It is a little bit difficult. If the train stops at a place, it affects the other stations and the other trains. You have given a good suggestion that the Intercity Express, the scheduled arrival time of which is 11.30 A.M. but it reaches at 1.30 P.M. since it has to stop at unnecessary places.

SHRI SATYA PAL JAIN (Chandigarh) : Shri Ram Vilas Paswan ji, it is an important religious spot of the Jain Community...*(Interruptions)* We have simply urged upon you to stop a train there...*(Interruptions)*

SHRI GIRDHARI LAL BHARGAVA : It is an important place for the Jain throughout India and Jain visit Mahaveer from each and every corner of the country. Therefore, my submission is that the train should be provided a halt at Alwar, Harsoli, Mumbai, Sawai Madhopur and Mathura.

MR. DEPUTY SPEAKER : You have been speaking for the last 15 minutes. Now please conclude.

SHRI GIRDHARI LAL BHARGAVA : I am to speak a little about Rajasthan.

MR. DEPUTY SPEAKER : Everyone will speak about his State.

SHRI GIRDHARI LAL BHARGAVA : My submission is that the train should be provided a halt at Nawai. After nawai, there comes Vanasthali. Vanasthali is a big educational institution. If the train does not stop there then how the people would reach there. There are some other trains. A train can be introduced from Jaipur via Kota, Ujjain and Indore to Bhopal and from Trivendrum (Bangalore). From Gauhati (Mail Superfast) Train should be introduced. From Kanyakumari to Jaipur, a train should be introduced. A train should be introduced from Goa. A train should be introduced from Jabalpur via Agra and the Ajmer-Bareilly train should be run daily. Likewise Marudhar should run daily likewise Tamilnadu Express runs...*(Interruptions)*

MR. DEPUTY SPEAKER : Let him speak.

SHRI GIRDHARI LAL BHARGAVA : If Tamilnadu Express is provided a halt of two minutes at Agra Cantonment, the people would be able to board Marudhar. The Tamilnadu Express does not have a halt at Agra Cant. Please consider it. Please do think about the education system. Please provide halts of the trains running between Jaipur, Ringas, Sikar, Jhunjhunu, Luharu and Rewari. The Ajmer Pushkar Medhta railway line should be completed soon. Ajmer, Kishangarh, Roopgarh, Parvatsar, Makrana line should be completed. Ajmer, Nasirabad, Kewdi, Devli, Bundi Kota line should be completed. The work of Ajmer Chhitor-Ratlam and Chhitor-Udaipur line should be taken up at the earliest. My submission is that an agitation was launched to run a train between Bikaner and Howrah. The Hon. Minister had paid a personal visit there and had assumed at Bikaner that this train would be introduced definitely. My submission is that 20 lakh people of Bikaner line in Calcutta, Bengal, Assam and Jodhpur. If half of the trains remain on this side and the rest of the half trains goes to that side, I think that the agitation going on in Bikaner would cool down. Please think on it.

Gauge conversion work in Ajmer, Chhitorgarh and Udaipur should be expedited. I would also like to submit

[Shri Girdhari Lal Bhargava]

that the Shatabdi Express, which has been introduced has very old coaches. The passengers pay the full fare but they get good between Delhi and Jaipur. The coaches are 100 years old. All these things should be looked into. Similarly if a shuttle service is introduced between Jaipur and Ringas via Bandhikui then the milkmen and the fruit sellers who come to Jaipur and create problems in other trains would be benefited.

Vishwakarma is a big industrial area in Jaipur. Train do not stop there. It is very essential that halt is provided for the trains there. Vishwakarma is the biggest industrial area in India. The trains must have a halt there. Similarly, overnight express trains for Delhi from Hanumangarh, Shriganganagar and Sirsara Districts of Rajasthan and also from Hissar should be introduced. A shuttle service should be introduced without any delay on the broadgauge Makrana-Pakhsara branch line since the Veer Tejani fair and cattle fair is organised there.

The Bikaner-Jaipur Intercity Train 2466, 2479 must have a halt at Neecha since there are cement and chemical factories at Neecha. Likewise 15 up, 16 dn. 3 up and 4 Dn. trains must have stoppages at Chaumu Govindgarh. Kota-Jaipur train should be extended upto Indore. The three pairs of trains running between Kota and Beenapur are being controlled by Central Railway. All these three trains are local. Being local trains these take 20 hours to reach Bhopal from Kota while the bus takes 8 hours only. Therefore, I demanded that Kota Bhopal train should be converted into an Express Train...*(Interruptions)*

MR. DEPUTY SPEAKER : He is going to conclude. Let him conclude.

SHRI GIRDHARI LAL BHARGAVA : Mr. Deputy Speaker Sir, a train should be introduced from Jaipur to Bhopal. I demand that Rs. 100 crores should be provided for the Agra Bandikui railway line instead of Rs. One crore, the foundation stone which was laid by Kalmadi ji. Due to consideration would be given to introduce a Rajdhani Express between Mumbai and Jaipur via Mount Abu and Ajmer. My other submission is that a train should be introduced for Haridwar. Please consider to introduce a new train between Jaipur and Bangalore. While replying the hon'ble Minister should mention about all these things.

[English]

SHRI AMAR ROY PRADHAN (Coochbehar) : Mr. Deputy-Speaker, Sir, thank you for the opportunity given to me to take part in the Railway Budget.

At the outset, I would like to congratulate through you, Sir, the hon. Railway Minister for his assurance in this august House that 56,000 casual labourers would be made permanent this year.

[Translation]

AN HON'BLE MEMBER : The Janta Dal is the largest constituent in the United Front Government. Only one member has been called so far. We should also be given an opportunity to speak.

MR. DEPUTY SPEAKER : I have got names of eight parties of the United Front and list has been prepared accordingly. I am calling one by one.

[English]

SHRI AMAR ROY PRADHAN : Sir, I am sure that when these poor working class people are made permanent, they will bless the hon. Minister of Railways and the staff.

Regarding the point that the five per cent hike in the passenger fare and 12 per cent hike in the freight rate would hike the general price index, I would like to say that the hike will be upto three to four per cent. The essential commodities will be costlier. Even then, I would like to say that the Railway Budget in respect of fare and freight is a balanced Budget because of the fact which we all of us should know that we are living in a pro-capitalist economy. We are in the era of WTO because of the fact we are wedded to WTO. Moreover, we have opened our doors to the multinationals and if we count all these aspects, then price rise could be there. So the hike in fare and freight rates is justified in this way.

Sir, I have gone through the Budget and his speech also including the Pink Book wherein he had covered the detailed programme. But I must say that injustice has been done to West Bengal, particularly to North Bengal and the Northern end of West Bengal and Sikkim.

Sir, there is only a survey and completion of the survey report. There is no new Railway project, there is no new railway line, there is no electrification and there is no new train. He has introduced 82 new trains but not a single train from West Bengal end. I think there is no rosy picture in the Pink Book of the Railway Budget.

I very much appreciate the hon. Minister's bold speech and I quote :

"In my opinion, it will not be possible to develop rail infrastructure in this backward region as long as the financial viability of a railway line is the norm and these regions will continue to remain backward."

The hon. Minister was kind enough to mention any region as a backward area; he was kind enough to mention that the Northern part of Bihar and Uttar Pradesh were backward areas; he was kind enough to mention Jammu and Kashmir as a backward area. But I am sorry to say that the hon. Minister has forgotten that the Northern part of West Bengal is also a backward area because of the fact that the six districts comprising North Bengal are 'no industry' districts. More than 50

per cent of the population is either Scheduled Caste or Scheduled Tribe. This is the position of that area. The people have to see and not to board the trains. I think the hon. Minister knows the difficulties with which the passengers are moving in the trains. In the Awadh Assam train the genuine passengers, with valid tickets, are forced to travel on the roof, which is running between Delhi to Coochbehar. Out of those unfortunate people, 14 people died once by falling from the roof.

In North Bengal, the trains are not running. The trains are moving very slowly. It is better to say that they are walking only. Punctuality is not a word which is used in these areas. My friends from Assam will appreciate my views.

SHRI PABAN SINGH GHATOWAR (Dibrugarh) : We definitely support you.

SHRI AMAR ROY PRADHAN : In our college days we used to correct our watches by seeing the train. Now, you cannot say whether it is today's train or day before yesterday's train! The trains are late by 37 to 38 hours. If you go through the time-table, you will find it. I think, in this way, if trains are moving in that part of the country, the days are not far away when we will find that they are competing with the bullock carts under the able guidance of the Railway Board.

I raised this issue in this august House that there are some trains like the Brahmaputra Mail, North-East Express, Darjeeling Mail, Kamrup Express, Saraighat Express, etc. which are treated as superfast trains. Earlier, these trains were running at a speed of 55 kms per hour, but now they are running at a speed of 40 to 45 kms per hour only. So, you have no right to charge the passengers at the rate for superfast trains. The hon. Minister of Railways was kind enough to withdraw the signboard 'Superfast' from these trains. Now, there is not a single superfast train in N.F. railway zone.

The Railway authorities are thinking that in other parts of the country, the train speed should be increased from 60 to 80 kms. per hour, from 80 kms to 100 kms per hour, from 100 to 120 kms per hour and from 120 kms to 150 kms per hour. But here in this zone, the speed is going to be less and less, from 60 kms to 40 kms. Is it a sign of progress or backwardness? Is it not an injustice to that part of the country, to the North-Eastern Region and North Bengal? What has the hon. Minister done for them?

Sometime back the hon. Minister replied to one question and he said :

- (1) There is no railway line;
- (2) There is no double line facility;
- (3) To run at least two rakes daily just to send food and other essential materials to North-Eastern Region, that is, the Seven Sisters, Assam, Meghalaya and other States because it is essential.

There is no double line facility there. Of course, the present Railway Minister alone is not responsible for this, his predecessors also have been responsible. For the last forty or fifty years, that area has not been developed as it should have been. From the very beginning, they have been talking of the North-Eastern region, but how can a train go up to the North-Eastern region without bypassing North Bengal? If you go through the map of India, you will find that it is just like a peacock's neck, you cannot avoid passing through North Bengal - Coochbehar, Jalpaiguri and Darjeeling. Otherwise you will have to have an air rail. You cannot go from Delhi to the North-Eastern region without passing through North Bengal. From Calcutta to Delhi, you can avoid Bihar and U.P., from Delhi to Maharashtra, you can avoid U.P. and Madhya Pradesh, but for going to the North Eastern region, you cannot avoid North Bengal. So, along with the North-Eastern region, the development of North Bengal is also essential, but the hon. Minister has not made any mention about that.

Regarding Sikkim also, I think some correction would be necessary. The hon. Minister has mentioned that for the last fifty years there was no railway line in Sikkim. It is not correct. Up to 1950, there was a railway line from Siliguri to Teesta Bazar, the border of Sikkim, via Kalimpong. In the devastating floods of 1950, it was washed away. Of course, at that time Sikkim was not a part of India. It was only in 1973 that it became a part of India. Have you got any idea about that? But what have you provided in the Budget? Only a survey! You must at least assure this House that you will make a railway line from Siliguri to Gangtok via Kalimpong. It should be mentioned here, in this House. Of course, for all this, the present Railway Minister alone is not responsible; his predecessors also have been responsible for this because for the last 50 years, the Congress regime was there. My Congress friends should not become angry with me for my saying that they were also responsible for this because they did nothing for this part of the country.

Very often it is said that *neeti hai lekin neeyat nahin hai*. Here also I would like to say that only *neeyat* is not sufficient, only some provision is not sufficient, they must come out very forcefully for these projects which are connecting the North Bengal and the North-Eastern region.

In this connection, I would say, for the betterment of my constituency and for the betterment of the North Bengal, that at least one Shatabadi type train should be introduced for the North-Eastern region. Which train you will provide, that is different thing. What name you will give to that train, that is a different thing. But from New Coochbehar to Sealdah, a Superfast train must be introduced. It must not be just like Teesta-Torsha Express which takes a very long time to cover...(*Interruptions*). No, then it will harm the interests of the people of that region because we, the North Bengal people have to

[Shri Amar Roy Pradhan]

very often move from the end of North Bengal to Calcutta because Calcutta is the State headquarters. So, for that purpose, at least one train should be there. But it must not be just like the Teesta-Torsha Express. Teesta-Torsha is an Express train but just to cover 700 kilometres distance, it takes, according to the schedule, twenty hours. That means it is not an express train.

KUMARI MAMATA BANERJEE (Calcutta South) : Sometimes it takes even forty hours!

SHRI AMAR ROY PRADHAN : It may take forty hours or even sixty hours, that is a different thing. But even according to the schedule, it would take twenty hours. That is the position.

15.00 hrs.

Sir, the Minister may consider introducing a new train from Sealdah to Delhi. I would like to mention very clearly that it may be called the Azad Hind Express. We are celebrating the Birth Centenary of Netaji Subhas Chandra Bose. In that connection, Kumari Mamata Banerjee and Shri Basu Deb Acharia have already raised this issue. Let this train be named as the Azad Hind Express or the Azad Hind Mail.

He has taken steps for the conversion of New Jalpaiguri-New Bongaigaon line via Siliguri and New Alipurduar metre gauge line into broad gauge. It is a conversion from metre gauge to broad gauge. It is all right. But the money that has been allotted for this is only Rs. 20 crore. According to their estimate, it requires at least an amount of Rs. 380 crore. If it requires Rs. 380 crore, I do not know how much time it will take to complete this conversion with this allotment. What will happen in the meanwhile? He will disturb the metre gauge line and also the broad gauge line. In the broad gauge line the congestion will be more. The trains will move slower and slower. They will run just like bullock carts!

The survey of the lines from New Mynanguri to Jogigopa via Changrabandha, Mathabhanga, New Coochbehar, Toofanganj, Boxighat, Golakganj and Dhubri should be completed immediately. This is my request to him. If he goes through the history of the Railways then he will find that this type of proposal is already there. This survey was done long back, when Shri B.C. Ganguly was the Chairman of the Railway Board...(*Interruptions*). But conducting of survey only will not be sufficient. I hope that the Railway Department will take necessary and immediate action to complete this busy line. It will be helpful to so many purposes.

Sir, the hon. Minister please, a meeting was called by Assam and West Bengal people. You will be astonished to learn that on the issue of a new railway line some 60,000 to 70,000 people were gathered and the people were very much happy. The hon. Minister

also be astonished to learn that when they heard that Railway Minister had included it for survey, they were so much joyous that they organised many functions in that particular area.

Sir, I would like to draw the hon. Minister's attention regarding the issue of fare and freight which he mentioned in his speech. He may earn more money through Railways. But it is a matter of regret that an important item like tea is not being moved by railway train or by railway wagon. What is going to happen at the Assam and North Bengal end? At least 80 crore kilogrammes of tea is moving from this end to that end, Calcutta or Delhi or wherever it may be. But this is moving through road transport. They are not using the railways.

I must say one thing here. From my place, Coochbehar, at least 150 to 200 trucks loaded with tomatoes and other vegetable move to Delhi and other parts of the country. I do not know whether you are consuming those tomatoes here or not. They come from far away places. But they are coming by road. There are no facilities for rail transport.

Let us take the case of raw jute. Out of 80 lakh bales that are produced, about 50 to 60 lakh bales of raw jute are from Assam and North Bengal area. But there is no wagon facility by the Railways. He can have ample scope to earn more money for the Railways by transporting this by train. But he is not giving much importance to that part.

So, I request the hon. Minister to chalk out some programme so that he may earn more money and he may give some wagon facilities to the transport of tea, timber, jute and vegetables etc. The vegetables will reach from one end to another through train.

With these words I would like to again request the hon. Minister to introduce at least two new trains from the West Bengal and one from New Coochbehar to Sealdah and second Sealdah to Delhi Azad Hind Express.

I would also request that at least make the present broad gauge line, from New Jalpaiguri New Coochbehar New Alipurduar Bongaigaon, a double line. It is not a fresh line. These lines should be doubled immediately and some steps should be taken in this direction. When the hon. Minister of Railways will reply, at that stage, he has to assure that the double line proposal will be considered and provide some money for the purpose.

SHRI V.V. RAGHAVAN (Trichur) : Mr. Deputy Speaker, Sir, I am grateful to you for having give me this opportunity before exhausting all the speakers in the list before you. I congratulate the hon. Minister of Railways for bringing in the North-Eastern States, Kashmir and Uttarakhand to the railway map of India. This will strengthen our infrastructure development and it is also essential for the security of our country. I say

that this is a gift of the United Front Government to the nation on the 50th anniversary of our Independence. I also congratulate the hon. Minister for exempting the second class passengers, the season ticket holders and the platform tickets from fare hike. In this context, I request the Minister to reconsider the hike in sleeper class because sleeper class is second-class and only the name is changed. There are no sleeper coaches for second-class passengers. The sleeper class is meant for second-class passengers, the common man. When you exempt second-class passengers from hike in fee, it goes that the sleeper class must also be included in the second class as only the name is changed to 'sleeper class'. We, the Keralites are specially more interested because thousands of our workers who work in various States of India come home. When they come home, the poor workers use sleeper class. So, the hike in sleeper class should be reconsidered. That is my request.

The hike in freight charges should also be reconsidered. I do know the financial constraints of the Railways and the task the hon. Minister of Railways is confronted with. He has rightly excluded the essential commodities. But if the freight charges of other commodities are enhanced, price of all items will also go higher. Prices are already sky-high. Even if there is a hike in the freight charges for steel, cement, diesel, petrol and petroleum products, prices of other items also go up. We must find some other way to mobilise resources. So, I request, if possible, it should be reconsidered. The most burning issue before the nation and the common people now is the price hike.

That is the most burning issue faced by crores of our poor people and the middle class people. So, they cannot afford further hike in prices. They would not be able to meet both ends. So, the freight charges have to be reconsidered and we have to find some other ways to mobilise resources.

Sir, when we are faced with financial constraints, there must be some priorities on which we must concentrate. We are spending a sum of Rs. 1,800 crore for the new zones. The new zones means higher grades and creation of higher posts. I do not think decentralisation need more zones. The hon. Minister was arguing the other day that we are decentralising on all fronts. But decentralisation does not mean more zones. In my humble opinion decentralisation means you give more powers to the Divisions. There are ample Divisions now functioning. You do not try to further centralise the Divisions. Instead, you give more powers to Divisions to implement the developmental works. That is the correct way of decentralisation. Spending Rs. 1,800 crore for new zones and creating General Managers and Chief Engineers in so many number does not justify when we are facing such a financial constraint. I do not request you to stop it for all time. If necessary you may do it in good times when there is no financial constraint. If you drop these new zones

there is no need for any hike. You will get Rs. 1,800 crore under this head alone. When we extend our Railways to the North-Eastern States, Kashmir and Uttarakhand, for that alone the General Budget has to give the needed money liberally.

15.13 hrs.

[SHRI P.C. CHACKO *in the Chair*]

This is not commercial spending. This is for the nation's security. This is for the nation's integrity. We have been talking about integrity and unity. But we have been discriminating against the vital parts of our country for the last so many years. So, we rightly deserve more allocation from the General Budget. Sir, there also I should say that if the three agencies, namely, Revenue Enforcement Directorate, Central Excise and Central Customs act coordinately, we will get ample money for the Exchequer.

More than Rs. 30,000 crore is pending tax arrears because the officials of the Revenue Enforcement Directorate, the Central Excise and the Customs are in collusion with the corporate sector. So, when we are in need of money, we must show the way and ask our departments to collect the arrears. The tax evaders must be pulled up. That is the way to mobilise resources and not by hiking the freight charges paving the way for hike in common man's essential items.

Sir, as far as the security of the passengers is concerned, the Minister has rightly said that he is going to convene a Chief Ministers' Conference and discuss with them. That is quite all right. But inside the railway coaches that are on the track, the responsibility for the security of the passengers solely rests upon the Railways. The Railways cannot shirk that responsibility. They have a Director General of Police in the Railway Board, and there are forces under him. When the passengers get into the compartments, they think that they are secure in the railway coaches. So, if anything happens in the railway coaches that are on the track, the responsibility lies with the Railways. So, they must make arrangements and through whatever means or methods or actions that they take, they must ensure that the passengers' lives and belongings are secure. I also request that, before convening the Chief Ministers' Conference, the Minister may please have a discussion with the Chief Minister of Bihar because there the thefts and violent attacks are taking place repeatedly.

My time is very short. So, before going to other aspects, let me say a few words about my own State, Kerala. When I deal with my State's issues, I request the hon. Minister and this august House to excuse my harsh words. Kerala has been cruelly discriminated.

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : Fortunately, there is no such crime in Kerala, and there is a Left Front Government in Kerala. Do you want to say that the responsibility for the passengers'

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safety within the trains should lie with the RPF and not the CRPF? As far as I know, passengers' safety inside the trains is a subject of the CRPF. Are you telling us that the Railways, that is, RPF should take that responsibility? Please clarify this because I am very much concerned about that.

SHRI V.V. RAGHAVAN : I include all the forces, that is, CRPF, RPF and the local police. My point here is that you must provide sufficient protection in the compartments. That is your duty. As far as the compartments are concerned, it is up to the DGP, who is sitting in the Railway Board here, to protect the passengers. That is my point. You can work out the details. Unless you do that, what is the security for the passengers?

What is the use of the DGP sitting in the Railway Board? Why is he there?

MR. CHAIRMAN : Shri Raghavan, the Minister is asking for your suggestion. So, if you can make your suggestion, it is good.

SHRI V.V. RAGHAVAN : My suggestion and my request is that the Railways should take the primary responsibility of the protection of railway passengers inside the coach also. That is my suggestion. Whatever arrangement he has to do for that must be done. That is my point.

Coming to the discrimination meted out to the State of Kerala, I would like to say that 30 million people are there in Kerala. What crime have we committed for such a cruel discrimination? The one crime that we do here is that all the 20 Members of Lok Sabha who hail from Kerala and who belong to the various parties solidly support the United Front Government. We are civilised people. We put forward things in a very civilised manner.

Last time, the hon. Minister convened a meeting. We were there. He had promised some things. But nothing has been fulfilled so far. I am sorry to say this. The Chairman is a witness to that. Mr. Minister, you promised one new train. Thousands of passengers who want to go home from Delhi, Mumbai etc. wait for months and months for getting reservation.

When you said that the Konkan Railway would be commissioned in December or March 1997, some of us doubted it. You squarely said that it would be commissioned and through that, sufficient trains would be diverted and, if necessary, new trains would be introduced. What is the fate of the Konkan Railway now? You have asked the foreign experts to come in order to find out how the tunnel could be built. As far as my knowledge goes, no foreign expert could tell you how to build a tunnel with the present alignment. Why did you change the alignment. Therefore, the Konkan Railway to Kerala becomes a most difficult task to achieve. Let the experts come. We will hear what they

have to say. So, we cannot wait until the Konkan Railway is commissioned. Please fulfil the promise that you made last year. In the Rail Bhavan, we all gathered there but the promise has not been fulfilled till this day.

The State of Kerala is punished. The passenger trains are lodged on the track for hours together because of the single line. The doubling of Shoranur-Mangalore line, Kollam-Trivandrum line has been promised. But we have to wait till the 21st century to get the doubling of the line is done. Why is it like this? Why is this discrimination meted out to Kerala? What is the problem in completing the doubling of the line as soon as possible, as promised before? Now, the Railway Board says that we have to wait till 1999. It is a simple work. There is no obstacle anywhere in respect of anything. If you provide sufficient funds, this doubling can be done within one year. That was a promise. Now, it is not carried out.

Mr. Minister, you have promised a new line. It is very good. It is in respect of the Angamali-Sabarimala line. The amount provided for a new line is just Rs. one lakh.

It is adding insult to injury. I again ask him: What crime have we committed for this insult?

As far as providing amenities to Kerala is concerned, I have got a reply from the Railway Board saying that there is a double platform in Pudukad. I invite the hon. Minister to visit the place to see what this double platform is! Pudukad is a most important station. It is an industrial and cultural centre. But there is only one single platform. The other platform is just full of grass. It cannot be called a platform. This most vital industrial centre of Trichur district Pudukad has no double platform even in 1997. They may say that there is a platform. I request him to come and see the sight of the platform. The Chairman knows about it and he has been crying for this for a long time, yet it has not been fulfilled.

I wanted to cite some examples. As far as amenities are concerned, he should visit sometimes railway stations in Kerala. Once when I was rushing to answer the nature's call at the First Class AC Waiting Room in Ernakulam city, the person sitting with a table there asked me to give him twenty-five paise for entering the urinal. I mentioned this to the hon. Railway Minister three weeks ago. A man who is rushing to answer to the nature's call, he is stopped and asked to pay money for that! By that time what happens is, he has to urinate, change his underwear and come back! This happened in Ernakulam city, the corporation city. Can you cite such an example anywhere in India? Amenities in Kerala are completely neglected. The General Manager of Southern Railway, Shri Agnihotri — I am sorry to say that I have taken his name - does not reply to my letter. Last week, there was a parcel building completed. He came there, inaugurated it and went back. He did not bother to inform me, the local MP.

SHRI P.C. THOMAS (Muvattupuzha) : We all have objection to that.

SHRI V.V. RAGHAVAN : That is why, the Railway people are ignoring the development works. They are controlling everything from Chennai. By centralising it, he cannot do justice to Kerala. If he gives Palakkad and Trivandrum Divisions sufficient powers and fund, then things will go in the right way. Looking after of the entire things of Kerala by a man sitting in Chinnai will not work. It is not working. I am compelled to say these things due to heart-burning. We had told him all these things last year also and he had also given a promise on that.

SHRI RAM VILAS PASWAN : Sir, other Members from Kerala will also speak about it, I know.

[Translation]

I want to inform the Hon'ble member through this house that all members had met us and three-four points made by him, first point is about train, I have given assurance to all Hon'ble members that we are going to introduce a train up Delhi via Cochin. Thus I said before all Hon'ble members which also covers the route from Cochin Ernakulam to Delhi. We were under the impression that if Cochin railway project is completed, it will reduce the time by twelve hours and the above train will not be required. But as the Hon'ble member is apprehensive that the Konkan railway is not likely to be completed in time. But I think it will be completed by June. But when the Hon'ble member says about this and I said the other day also that we are ready to introduce a Cochin-Ernakulam train.

He has asked to introduce a train from Mangalore to Shorenur. I say it repeatedly that we are short of funds and one to that reason only Rs. 17 crore had been provided. But as I said the other day also shortage of funds will not be allowed to come in the way. I raised it from Rs. 17 crore to Rs. 50 crore. Therefore, to say repeatedly that it is being neglected, will not be proper. We have raised the amount three fold... (Interruptions) There is no need of clapping. Likewise Rs. 12 crore were allocated for Trivandram to Quilon. This has been also raised to 15 crore as per the wishes of the members. Coming to Angamali to Sabarimata, the only way we had was to make it from Annamalai to Sabarimalia and Kottayam to Sabarimalia. We also had talks with Thomas Saheb and Chief Minister Saheb.

They said that :

[English]

It will be better, if you construct it from Angamalai to Sabarimalai.

[Translation]

We have linked Sabarimalai to Angamalai in the new budget, the members say that only Rs. one lakh has been provided for that. Shri Nirmal Kanti Chatterjee

Saheb is sitting here. Until the budget is passed we cannot spend even a single paise out of it but the budget be passed. Whether the budget be of one rupee or a lakh rupees is passed, it will be with us, it can be raised as much as you require. That's why to say that... (Interruptions)

SHRI NITISH KUMAR : Financial mismanagement also takes place... (Interruptions)

SHRI RAM VILAS PASWAN : Nitish ji, we have also this much of wisdom what financial mismanagement is... (Interruptions)

[English]

MR. CHAIRMAN : Please do not disturb, Let the Minister Complete.

[Translation]

SHRI RAM VILAS PASWAN : Our other colleagues were demanding that it should be from Annamalai to Sabarimalai. But from Kottayam to Sabarimalai is also equally important. Last time one of our colleagues had said about Shornoor. I am telling this because it will take 6-7 hours if give a detailed reply of each state. I am trying to associate myself with the anguish of the Hon'ble member. He blames that we are doing injustice. There is the case Ernakulam railway station. He should accompany us, gate will be constructed, everything from beautification improvement will be undertaken. Ernakulam is a very nice place. We are also concerned about that. There are three to four demands. Last time it was said about Shornoor. Railway Board was not ready. But we say that after completion of railway lines, we would do it there again. This is their main demand.

[English]

The Railway Ministry is very much concerned with your problems. I am also equally concerned. I say even today that I had shortage of funds.

[Translation]

As the funds are generated, we will raise the amount under this head for that you should thank the Railway Minister and Railway Ministry.

[English]

At least you must congratulate the Railway Ministry and the Railway Minister.

SHRI NITISH KUMAR : The Minister has given the reply. You can put the Budget to the vote of the House.

MR. CHAIRMAN : Some very important points are made and the Minister is clarifying them. Please understand that. It is very important.

SHRI NIRMAL KANTI CHATTERJEE (Dumdum) : He is providing the reply State by State, so that at that time he does not take much time.

MR. CHAIRMAN : Please do not have this kind of interventions. The Minister has made some

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clarifications. It is very useful. Some points are made and clarifications are given. It is good.

SHRI V.V. RAGHAVAN : The Railway Minister has taken so much care...*(Interruptions)*

MR. CHAIRMAN : Such interventions are good for our discussion. Please appreciate that. It is a good intervention.

SHRI V.V. RAGHAVAN : I must remind the hon. Railway Minister that for all these on-going works the Budget has provided only Rs. 34 crore whereas Rs. 500 crore are necessary. How are you going to implement these things with Rs. 34 crore? When we met him, he pleaded financial constraint. That is why we are very much serious and anxious. With these Rs. 34 crore nothing can be done there unless he makes more allocation for Kerala.

MR. CHAIRMAN : The Minister has now announced that it is not Rs. 34 crore. So, you can appreciate that and you can think him for that. It is substantially increased now.

SHRI V.V. RAGHAVAN : I am sorry, the Minister is with us. He himself is so much with us. But the Railway Board is not with us.

MR. CHAIRMAN : When the Minister is with you, there is no problem.

SHRI RAM VILAS PASWAN : That is not the job of the Railway Board. The Minister is responsible for this House and not the Railway Board or its Chairman.

SHRI V.V. RAGHAVAN : I know that. I was also a Minister for some time in the State. But the promise that was made by you last year has not been fulfilled. It was sabotaged somewhere and I can say this to the hon. Minister.

In these financial constraints what is the necessity for the creation of higher grade posts? So many posts of General Manager have been created. I know how officers come for their betterment, for creation of more jobs. I see a hand of the Railway Board in creating so many higher posts at this financially constrained stage. They are sabotaging your good intentions right from the level of General Manager up to the level of Chairman of the Railway Board. They are sabotaging your good intentions. They can flatter. They are very clever in flattering. They know how to sabotage things.

With a painful heart I would say that we, the thirty million people of Kerala, are severely hurt. As one man, from the agricultural workers to the members of the Chamber of Commerce, from peons to the lecturers in the colleges, the entire thirty million people are agitated. You should think of that. Everyone of these thirty million people of Kerala are protesting against the cruel discrimination. That is the truth. That truth cannot be ignored by giving an explanation.

Sir, I say that we never take to arms. We never say a word of separatism. That is our patriotism, our nationalism and our civilization. But that is the main reason for this cruel discrimination. Please do something. Explanations, promises do not get us anywhere. We want something to be implemented.

[Translation]

SHRI BHAKTA CHARAN DAS (Kalahandi) : Mr. Chairman, Sir each block of our country needs development today. Parliamentary Railway is such a case that each backward area wants to link it with Railways. So, whenever there is a debate on railway budget, a large number of Hon'ble members is present every time to speak because railway facility is necessary for the development of their respective areas. They want that they should also participate in the discussion on the railway budget. We have to face a lot of difficulties for it despite having resources in our country. Renewal is also to be undertaken to strengthen the old lines and doubling work also has been carried out and laying of new rail lines in new areas is required and new trains are also to be introduced alongwith that. If you give a close look to this system, as a whole you will find it hard to bring about immediately all the improvements you may wish to make.

Sir, whose ever be the Railway Minister, given the capacity and resources available, with us. However, I would like to say that keeping in view the condition of the country the public demand and honouring the sentiments of Members, the budget presented by the Hon'ble Minister is commendable and it is very good budget. No body can present the best budget because no single person could do it. No body could perform better in the Railway Department, from its infrastructural unit to upto Railway Board and nobody can do a better job if he, does not get the proper cooperation of the people of the areas. Whenever trains are running.

Sir, many question were raised in the discussion on the Railway budget, which I do not want to repeat. I would like to mention only some points. The accidents which take place under the railway, are due to the mistakes to the railway staff. The action which should be taken against them is not taken. So, I would like to draw the attention of the Minister towards this that the accidents which occurred due to the mistakes committed by the railway staff, should be carefully looked into and action should be taken thereon. Everybody expressed his own opinion in this House that many dacoities take place in trains. Some dacoities were committed recently. The train which starts from my constituency reaches Delhi passing through voltair and Madhya Pradesh, it is Samta Express on which also a dacoity was committed. On that route, why and how this chain of dacoities is being witnessed. We all are aware of the law and order situation prevailing there. The Hon.

Minister of Railway or bureaucrats sitting in the Rail Bhawan are aware the co-operation of R.P.F. is available or not and what is its constitution. The R.P.F. men are not answerable to the Ministry of Railways. So either the R.P.F. should be allowed to be taken over by the Ministry of Railways or R.P.F. should be allowed to take over all the works starting from tacking care of the station to the running of trains. Otherwise, the Government would fail to provide safety and security to people and their belongings.

Sir, the situation has become so terrible today that people feel themselves insecure while travelling in the trains. It puts hurdles before the social programme of the exchange or strengthening of the social feeling and feelings of national unity. People wishing to go from one place to another, are unable to do so and are cancelling their tour programmes since they feel themselves insecure in journey by trains. This must be checked. The rules should be enacted to stop this tendency. R.P.F. should be fully empowered like CRPF in order to make it strong.

The Government has provided facilities to Eldermen also Senior citizens of the country have been provided facilities in since the Senior citizens are main ill, they should be provided facilities in first class and second class. They have to travel here and thus for treatment, therefore the said facility should be extended. I would like to thank Shri Ram Vilas Paswan for the development of backward and hilly areas of the country like the North East region and Uttar-Khand. Our State Minister for Railways hails from Uttara-Khand, I would like to thank him for the construction of rail line for the development of Utrakhand and Jammu and Kashir and for bringing the latter to the main streams of the country. The development of the railways has been much discussed in the House. Panigrahi ji and our sister Sushila Tiriya put forward many points here. Mayurbhan, Kyonzhar, Kalahandi, Bolangir, Fulbani and Koraput districts of Orissa are very backward. They are talked about in the whole world. There are various figures pointing to this. The Minual deposit here are second to none. It can be developed through rail line but it had been neglected in the part. I would like to inform him that the provision made for Dentari-Banspari, Rupsa-Bangarposi, Khorda road-Balangir, Lanjigarh-Rupsi-Junagarh rail lines in Orissa, is so meagre that it is not possible to complete the construction of these rail lines within the target set. The Government had promised for the extention of Campalpur, Hawrah and Koraput lines. These were some technical problems which have now been solved. I would like to thank the hon.' Minister for providing A.C. and pantry Car in the Samata Express. The Samata Express is meant for the passengers of the border areas of Andhra Pradesh and the backward areas of Orissa but this train runs only days in a week, it should be run daily. It was named Samata so that it may treat every one with the feeling of equality. After Several requests in the last session the hon'ble Minister provided

Rs. crore for the rail line from Lanjigarh Road to Junagarh after a great deal of persuasion during the last session. but the work could not commence them. Unfortunately, there is not even single staff. All staff has been called and put on duty here. Last time, I had asked about it but nothing happened.

When the hon. Minister was to visit our constituency some people went to meet him. I had taken up within him the issue of the development of that station last time also. The work was started there but it has been discontinued now. Just now hon'ble Member from was stating how the things are manipulated at lower level. It would be better if the hon. Minister keeps this in mind. I had told about this line in the previous session also. Shri Chandra Shekharji and Shri Narasimha Rao ji had requested the hon. Minister of Railways that people did not get job in backward areas due to non-availability of rail line there. At least least 2 lakh people have fled Bolangir and are wandering in Delhi and elsewhere in search of work. If besides providing them money, rail line is also made available for them, they can be saved from starvation and the development of the area can also take place Lest the hopes of Dalits and the youth of the country are shattered due to non-inclusion of this rail-line in the list of new lines to be constructed. If this hope is not fulfilled, it would put a big question mark on the Dalit Leadership. It is good that he has tried his best by *dint* of his experience to satisfy all and sundry. If he could not execute the same during his tenure in the interest of public, it can be said, that we have made so much progress as compared to that period. If it did not happen, the faith which he is extending today to those country would be stalered. This will endanger them or Dalits will suffer a lot in the days to come. Therefore, I would request to keep it in mind. If he has made provision of certain amount whether it Rs. one lakh of just Re. one that work should be completed with, in five or ten years and under timebound programme and its progress should be mentioned and reasons ascertained for any defaults its implementation. Mr. Chairman, I would like to cite an example from my own constituency, Sir a rail-line is to be constructed in my Parliamentary-constituency but not even one k.m. line could be laid during the last six years. Had I been the minister the work would have been over. Since he is working for the entire country. I hope, he would pay attention to it. That faith should not be allowed to be shaken supporting the balanced Budget, I hope that keeping in mind the feelings of people and the discussion which took place in the House. He would not raise the question of shortage of resources. I hope, he would explain these points while replying to the debate and he would complete the talk of developing the pains he has taken for the backward areas of the country would be taken to their logical conclusion. With these words, I support the Rail-Budget and thank the hon. Minister of Railways.

[English]

SHRI PABAN SINGH GHATOWAR : Thank you, Mr. Chairman. I stand here to support the Railway Budget.

The hon. Railway Minister has recognised the continuous neglect of the North-Eastern Region. Many of the hon. Members in this House have expressed their concern about the condition of the Railways in the North-Eastern Region. They have also expressed their happiness, since the hon. Railway Minister this time has tried to rectify some of the very long-standing demands of the North-Eastern Region.

Many of the hon. Members in this august House are not posted with the information that the Railway in my region was started in 1882. I come from Dibrugarh; and the first train was flagged off in 1882 from Dibrugarh to Sadiya. But till today, the broad gauge line has not reached that station. I am very grateful to the hon. Railway Minister because this time, the broad gauge line will touch that station which is supposed to be the third oldest railway station in the country.

I am also thankful to the hon. Railway Minister for having provided Rs. 300 crore for the development of railway infrastructure in the North-Eastern Region. Without railway infrastructure, that region cannot think of development and that is the reason why the North-Eastern Region is not developing.

There is only one important National Highway which is NH 37; and that is also getting disrupted by floods three or four times every year. Almost all the things go to the North-Eastern region only through the Railways and I am thankful to the hon. Railway Minister for taking personal interest to expedite railway gauge conversion in the North-Eastern region. In this Budget, he had promised to complete the Dimapur to Dibrugarh line and the Tinsukhia to Lekhapani line. It is expected to be completed in the next month. I very much appreciate the effort of the Railway Minister.

After the completion of the broad gauge lines, he had promised that he would be giving Rajdhani Express to Dibrugarh at least for one day in a week. He has indicated in his Budget about gauge conversion of lines between Mariani-Furkating and Simalguri-Moranhat. He has given the main thrust for the development of the railway network in the backward areas.

I must congratulate the Railway Minister that in this year's Budget, he has given Rs. 100 crore for railway expansion in Jammu and Kashmir. I want to draw the attention of the Railway Minister to consider Himachal Pradesh also which is one of the very important States from the point of view of tourists.

Sir, there are always complaints about shortage of wagons and coaches in our Indian Railways. So, in this Budget, the Railway Minister had provided money for the procurement of 26,000 wagons, 2000 coaches and 300 locomotives for the railway system in 1997-98 and

this is one of the bold steps. I congratulate the Railway Minister for this.

I know that without resource mobilisation, Railways cannot take up the development work and for that, he has to definitely increase the fare somewhere. This time, he has increased the freight rate of the Railways by 12 per cent and I must thank him that he has excluded 15 items. As you know, I have already stated that things from others parts of the country go to the North-Eastern region only by Railways. Last July, the Railways Minister has increased the freight rate of ten per cent and in this Budget by 12 per cent. And again, in the General Budget, there is transportation tax of five per cent. I think that will make the things very costly for the North-Eastern region because almost 90 per cent of the building materials like steel and cement and other consumer items go to that region by Railways as we do not have any industrial unit to produce all these things. So, I think, the consumer items especially the building materials will be a little more costlier for the people of the North-Eastern region. I think the Government has to look into this so that the people of that region will get some relief.

Many hon. Members of this House discussed about safety of passengers and safe railway journey in the Indian Railways. The Railway Minister has personally taken some steps to streamline the system and to see that passengers will enjoy a safe and comfortable rail journey. But I want to draw the attention of the Railway Minister towards the causes. He has very kindly supplied one book on safety where he has indicated that the cause of accidents was mainly due to the failure of railway staff. Sir, I would like to quote some figures in this regard. In 1993-94, out of 520 accidents, 358 were due to the failure of railway staff. In 1994-95, the failure of railway staff had caused 351 accidents out of 501 and in 1995-96, accidents caused due to failure of railway staff were 237 out of 398 accidents.

16.00 hrs.

At the same time, the failure of equipment also takes place. I want to draw the sharp attention of the hon. Minister of Railways to see whether that could be improved upon by giving special training to those employees who are engaged in looking after the safety of the Railways because the human cause and the failure of the equipment are also the major reasons for rail accidents in our country.

I want to request the hon. Minister of Railways to minimise the accidents in the Railways. For an efficient and safe railway journey, I think, he has to improve the telecommunication and signalling system in our country. Though we are having one of the largest networks in the world, yet we are having the oldest type of signalling system. We are having three types of signalling systems in our country.

In the telecommunications also, I think, the hon. Minister of Railways has to take some more interest. I know that there are difficulties about funds. But, I think, we cannot compromise in the case of safety and safe journey of the passengers just because there is scarcity of funds. I think, it must get top priority.

I do not want to elaborate about dacoities and other things. I had mentioned it last time also. When you travel from Delhi to the North-Eastern Region, you will find that a lot of smugglers enter into the trains in Siliguri and Jalpaiguri. They open their *bazaar* inside the running trains. You will get Chinese made and other foreign goods in the trains. I think, the security staff and the railway staff should take a note of it. Those who have travelled in that region have seen foreign goods being openly sold inside the trains in that sector. I think, that is one of the dangerous zones for sabotage.

Recently, we had a very traumatic accident near Kokrajhar. I think, if we do not stop such type of things, it may create more problems in the coming days in those areas.

We will find that the people from the North-Eastern Region, specially from the hills, are very little in Railway. Their presence in the Central sector is very nominal. If we see the faces of the railway employees, we will hardly find any employee from the North-Eastern Region, specially from the hills. My special request to the hon. Minister is that he should take some special steps so that the people from the North-Eastern Region - both from the hills and the plains - get job opportunities in the Indian Railways. That will definitely give a sense of participation. That will also create a sense of national integration. The Railways is the biggest employer of our country. If the people from the North-Eastern Region are not properly represented in employment, I think, that will create a lot of heartburning discontentment among the people of that region.

I want to draw the attention of the hon. Minister of Railways to another thing. There are vast tracts of railway land in the metropolitan cities, in small towns and even in the rural areas. A very large segment of that land has been illegally encroached upon by many people.

16.04 hrs.

[PROF. RITA VERMA *in the Chair*]

That is going to create more problems for its future expansion. I would request the hon. Minister of Railways to constitute a committee to see how best such land could be utilised commercially for the benefit and development of the Indian Railways.

I have already stated that the Railways were started in our part of the country way back in 1882. So, with the gauge conversion, the railway stations and the passenger amenities should also be improved.

My colleagues from the North-Eastern region will agree that the conditions of coaches, especially the passenger coaches, are very bad. People in our region say that when other Railways reject a particular coach, it is being sent to the Northeast Frontier Railway. I would like to draw the attention of the hon. Railway Minister to this fact and request him to rectify the situation, by providing new coaches.

Though the hon. Minister has taken a lot of interest in the development of the North-Eastern region, on my behalf and on behalf of some of my colleagues I would like to request the hon. Minister to consider extension of B.G. line from Fakiragram to Dhubri in Assam. For the last seven or eight years this has been the consistent demand of the people of Assam. We had approached both the Railway Minister and the Prime Minister with this demand. I request the hon. Minister to kindly look into that demand.

There is another demand for a line from Pancharatna to Siichar along Assam-Meghalaya border for which a survey was also done long back. But the work has not started on this line.

I have already mentioned about the foot bridge on Dilli river. This is the only bridge there and it is being used by more than 100 villages. It will hardly require an expenditure of about Rs. 15-20 lakh. I had already drawn the attention of the hon. Minister towards it and to put it on record I am again raising it here. I hope that the Railway Minister will consider this demand sympathetically.

It is our common belief that the railways was established in Assam to serve the colonial masters. You will be surprised to see the railway map of Assam. All the railway lines go far beyond the district headquarters. It is almost in the border of tea gardens or a nearby colliery. There is no connecting train. This is one of the long pending demands of the people of Assam, that is they should be connected with the main district headquarters.

You have already started work on B.G. line from Moranhat to Simulguri. If another 40 Km. route from Moranhat to Dibrugarh is added, it will connect Dibrugarh, Sibsagar, Simulguri and Moraini. This will shorten the route to about 100 Kms. If you have to come from Moryan to Dibrugarh it is about 150 Km. route now. If you go from Simulguri to Dibrugarh via Moranhat it will hardly be a 90 Km. route. So, this will connect Shibsagar and Dibrugarh. I would definitely request the hon. Railway Minister to at least include this 40 Km. new route for which a survey should also be done this year.

SHRI RAM VILAS PASWAN : From where to where?

SHRI PABAN SINGH GHATOWAR (Dibrugarh) : It is from Moranhat to Dibrugarh. Myself and Shri Chaliha had already requested you for this new line.

[Shri Paban Singh Ghatowar]

In the North Bank there is a train from Rongiya to Murkak Selek. It is approximately a 400 Km. route. There used to be three trains on this route earlier but now there is only one train. It covers 400 kms. of the plains and tribal areas of Arunachal Pradesh. I think immediate steps should be taken to restore the number of trains which used to be there earlier and also see that they run regularly and timely.

There is another important demand to improve the railway station at Kokrajhar, because that is the headquarters of Bodo Autonomous Council. This should also be looked into.

[Translation]

SHRI RAM VILAS PASWAN : What did you suggest about Kokrajhar?

SHRI PABAN SINGH GHATOWAR : The Kokrajhar station is in a pitiable condition. It has now been turned into headquarter of Bodo Autonomous Council. There are no passenger amenities. The entire area is tribal dominate.

[English]

You may kindly look into that demand also.

[Translation]

SHRI RAM VILAS PASWAN : Ghatowarji, does the waiting room of Kokrajhar fall under the control of G.R.P.? When an accident took place there I had visited the place, there was also a station like this. I had also visited Kokrajhar. I would like to request all the Members of Parliament from North-East to list the works and the locations thereof. I shall discuss this matter with all of you separately.

[English]

SHRI PABAN SINGH GHATOWAR : I am really very much grateful to the hon. Railway Minister for taking the hon. Prime Minister to lay the foundation-stone of the dream bridge of Bogibeel. The Prime Minister has promised that the work would start in April, 97.

My request in this regard is that the Engineering Division of the bridge should be situated at Dibrugarh under Tinsukia Division. But it should not be on the other side because that place comes under Alipurduar a Division which is 400 km. away and outside of Assam. There is a long-standing resentment in the minds of the people of Assam that the benefit of any developmental work in the area goes outside the State. So, the Engineering and the Construction Divisions must be brought under the Tinsukia Division. From Dibrugarh you can reach the bridgehead by extending the railway line by only five kilometres. From the other side, it is more than 40 kilometres. A well-developed infrastructure is also available in the Dibrugarh area.

In this year's Budget the Minister has provided for the upgradation of the workshop from metre gauge to broad gauge. I request the hon. Minister to look into this matter of having constructed a Division at Dibrugarh.

I wish to inform the august House that Dibrugarh being the third oldest railway station in the Country and as Dibrugarh town is celebrating the 150th year of its existence, I request the hon. Railway Minister to declare the Dibrugarh railway station as a model station with all the passenger facilities and amenities to cater to the needs of the people.

The RITES have already made a survey in connection with the realignment of the Railway and the goods stations in Dibrugarh. They held discussions with the public of Dibrugarh. I would definitely request the hon. Railway Minister to look into the report of the RITES... (Interruptions) and no office should be shifted from Dibrugarh, this is my demand.

MR. CHAIRMAN : Shri Ghatowar, you have spoken for 20 minutes.

SHRI PABAN SINGH GHATOWAR : I will take another two minutes.

MR. CHAIRMAN : It is already 20 minutes now.

SHRI PABAN SINGH GHATOWAR : I will just conclude with the remarks of the hon. Railway Minister. I am very happy to note his remarks. I want to repeat the quote of his Budget speech.

'Even after 50 years of Independence, be it the North-Eastern region of Tripura, Mizoram, Nagaland, Manipur, Meghalaya, Arunachal Pradesh or Sikkim, Railways have not reached these States. Similarly, Kashmir does not have any railway line. The region of Bihar adjoining Nepal and Uttarakhand are also backward as far as railway network is concerned. In my opinion, it will not be possible to develop the rail infrastructure in these backward regions as long as the financial viability of a railway line is the norm, these regions will continue to remain backward'.

Not only from the point of view of the Railways but also from the point of view of national integration, I think that the statement of the Railway Minister is very bold. I want everybody to welcome his statement. I would request the hon. Prime Minister to take note of this statement and provide the financial support to the hon. Railway Minister to fulfil his commitments.

At the end, I would like to draw the attention to the continuous neglect of the SC and ST people in the Central sector. I got the opportunity to serve in the Parliamentary Committee for the welfare of SCs and STs. I am constrained to say that in every Central sector, they always create problems for the SC and ST

candidates. I hope that the hon. Railway Minister would take appropriate steps in this direction. There is also an accumulated neglect of the S.C. and S.T. people in the Railways. Definitely, the hon. Railway Minister is not responsible for this. I have full faith in him. He will definitely rectify the deprivation of the S.C. and S.T. people.

I would like to just cite one figure. The representation of the S.C. and S.T. people in senior posts in the Railway Board is very small. Out of 466 people, the number of general category people is 334 and only 38 people are from the S.T. and S.T. category.

I am sure the hon. Railway Minister will uphold the protection provided by the Indian Constitution for the S.C. and S.T. people. I have full faith in him. I am very happy to support this Budget.

[Translation]

SHRI CHANDRESH PATEL (Jamnagar) : Madam, Chairperson I would like to thank you for giving me an opportunity to speak on Railway Budget 1997-98. The hon. Minister of Railways might have received congratulations for presenting Railway Budget. He has said that the fares have been increased nominally. He had provided relief for backward and poor section but by increasing 5 percent for in sleeper coach, Railway would get Rs. 84 crore. 10 percent for increase in A.C. Coach brings Rs. 112 crore while by increasing 12 percent freight charges, Railway gets Rs. 1592 crore. What relief has been provided by the Minister of Railway to the country even after imposing tax to the tune of Rs. 788 crores? Do the poor people of the country not bear the burden of freight charges?

Sir, we are going to celebrate the golden jubilee of our independence. We talk of Gandhian philosophy.

MR. CHAIRMAN : Let me remind all the speakers that they should conclude this speech within 10 minutes. So, please put forth your view point, keeping this thing in mind.

SHRI CHANDRESH PATEL : You have started interrupting in the very beginning. I am on my legs to speak for the first time in 11th Lok Sabha.

MR. CHAIRMAN : I have taken a lenient view.

SHRI CHANDRESH PATEL : You should have provided me 20 minutes instead of 10 minutes because, I have got an opportunity to speak for the first time.

MR. CHAIRMAN : I have increased the time from 5 minutes to ten minutes. Now, please conclude within ten minutes.

SHRI CHANDRESH PATEL : We talk of Gandhian philosophy. Gandhiji was our ideal and our inspiration. He was instrumental in getting up freedom. Every party talks of Gandhiji. I have been writing again and again to the hon. Minister of Railways that we are going to

celebrate golden jubilee of our independence and therefore, please introduce a train named Gandhi Express. Mahatma Gandhi was born at Porbandar. Therefore, a train should be introduced from Porbandar to Delhi and it should be named as Mahatma Gandhi Express. But the hon. Minister replied that no train is named after an individual. Trains have been introduced in the name of Sabarmati or Ashram which were ideals of Gandhi ji. I would like to ask whether Mahatma Gandhi was an ordinary person? He was not an ordinary person but he was a legend. He was not a limited to a state but he was a national here. Therefore, I whole heartedly demand that a train named Mahatma Express should be introduced from Porbandar to Delhi.

SHRI RAM NAIK (Mumbai North) : If you an allergic to the name Gandhi, now it as Mahatma.

SHRI CHANDRESH PATEL : Alright, name it Mahatma. Mahatma Gandhi was thrown out of train in Africa and he had to face great humiliation. We will be able to till the would that we have a train in India in the name of a person whom they had thrown out of the train. But I am not sure whether my suggestion would find favour with the hon. Minister. Keeping in view the time limit, I will have to cut short my speech. There is single track from Ahmedabad to Okha in Gujarat. Not even survey has been conducted for double track. In Jamnagar, the production of Soda is to the tune of 12 lakh tonne, cement 24 lakh tonne, fertiliser-8 lakh tonne, Salt 50 lakh tonne, agricultural produce 15 lakh tonne. Thus, total production is to the tune of 1 crore and 59 lakh tonne. Reliance, S.R.J.C. and Megha industries have invested about Rs. 25000 crore in construction. Even then, the survey of doubling the track has not been undertaken so far. A great injustice has been done to Gujarat. The population of Saurashtra region is one and half crore. But the conversion of metre gauge to broadgauge in Bhavnagar, Tarapur, Banesar, Kapadvaj, Samarkhyali and Palanpur has not been done so far. Rs. 43 crore had been provided in 1996-97 for Bhuj and Gandhidham but the said work also could not be started 80 far. The hon. Minister of Railways visited Rajkot-Veraval and undertaken opening and Rs. 10 crore were provided for the purpose. The work can be completed. He is saying that he has set target of transporting 43 crore tonne and 3 percent increase in passenger transportation. This target is alright but the problem of pilfregre is there. Transporting charge is more than the cost besides pilfregre. The enterpressures pringing goods claim for pilfregre and the Railway has to repay for the claims. To Minimige pilfregre ..(Interruptions) measures should be taken.

MR. CHAIRMAN : You have already taken eight minutes.

SHRI CHANDRESH PATEL : Mr. Chairman, please be liberal and give some more time.

[Shri Chandresh Patel]

MR. CHAIRMAN : Please keep the time limit in view, otherwise other members would not get opportunity to speak.

SHRI CHANDRESH PATEL : This is my maiden speech. There is no check on those who are indisciplined, whereas those who are disciplined are not given the opportunity to speak.

SHRI KALPNATH RAI (Ghosi) : This is his maiden speech. Kindly allow him to speak.

SHRI CHANDRESH PATEL : Now, I would like to speak about terminal and pitline. The Headquarter of Western Railways should be located in Bhuj in Gujarat. 80 percent of the railway line of western Railways is in Gujarat but head quarters of western Railways is not located in Ahmedabad. We need new trains for Varansi, Thirunananapuram, Jamnagar, Porbandar and Delhi. But our demands for there have not been fulfilled so far.

Now, I want to point out how the bureaucrats take pleasure in creating difficulties. Hapa is a railway station. Drinking water is required there. Our municipality is prepared to provide mature but laying of pipe lines requires sanction which has not yet been given. People are agitating there. This is one of the instance of bureaucracy handling the matter.

Secondly, the pit line had broken. I had raised a question in this regard as to who was responsible for that and what action was proposed to be taken. It was stated in the reply that inquiry is being conducted and after completing of the inquiry responsibility would be fixed and action would be taken. I again raised the question in this regard in the next session as to what action has been taken by the Government in that regard. It was stated in the reply that no pit line has been broken and the question in regard to taking action does not arise.

With the increase of population of Jamnagar, the city requires a by-pass the State Government has constructed 14 kms long by-pass. A provision to construct an overbridge was later on. It was decided to construct this bridge with the assistance of both the Union Government and the Government of Gujarat, the estimated cost was Rs. 42 lack six-seven years back and the Governmetn of Gujarat had deposited Rs. 17 lack but the work has not stated as yet. The Executive Engineer of the State Government had written a letter to the railways one year ago and in reply to that letter they had asked to send second SOR. Then the Central Government provide its share. The railway department has to spend the funds of the Government of Gujarat. But they even donot spend these funds and today that amount has escalated three times.

I would conclude my speech after submitting one or two points more.

There is a road which falls within the railway premises. The responsibility of constructing this road is neither of Municipality nor of State Government nor of Union Government and the Railway is also not bothered to constructs it. Complaints have been made in this regard that this road is not being constructed. Madam, your bell is irritating me...(*Interruptions*) I am sorry, I should not have said so. I should not have said so far the chair. I should have said Madam Chairperson. Please pardon me.

I would conclude my speech by submitting one more point. There is an old railway station and old railway track in Jamnagar. This track has been connect into broad gauge from metre gauge, but broad gauge line has been laid at some other place. The old line is lying idle. There is lot of encroachments there. The Railways should look into this. So far as the question of road is concerned, road have been constructed on 80 percent line and it has been named Indira road and demand is only for 20 percent. We have negotiated for it, written letters, the Municipal Committee and the State Governments have also written letters in this regard, but the work has not been taken up. The Municipal Committee wants to construct it. If this road is constructed, the total people would benefit a lot. The Minister is not asking for more money, he is asking for only 20 percent money. When a letter was written in this regard one month earlier, it was stated that the concerned officer should be contacted when that officer was contacted, he said that negotiations are under way. There is Military Navy, Army and also Air Force in Jamnagar and all of them would be benefited. Jamnagar is a big city now. Only 20 percent is required for constructing the road which is within the premises of the department of railways. These are difficulties. We request the Minister of State for Railways that at least 10-20 percent of our problems should be solved so that the people there may be benefitted.

Sir, I wanted to raise a lot of points, but there is paucity of time. I thank you for giving me time for speaking.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ) : Sir, the hon'ble Member should contact our Ministry in regard to the road mentioned here, we would provide full assistance in this regard.

MR. CHAIRMAN : I request all the hon'ble members to be brief in their speech, as many hon'ble members are still to speak.

[English]

DR. PRABIN CHANDRA SARMA (Guwahati) : Madam Chairperson, I thank you very much for giving me an opportunity to take part in the Railway Budget for 1997-98.

Well, through you, I would like to congratulate the hon. Minister of Railways. He is just at the moment not present but I convey the message through Shri Satpal Maharaj, the Minister of State in the Ministry of Railways. I also congratulate the Minister of Railways for presenting a most pragmatic Budget for the first time in the history of the Railways in the Parliament. It is a most pragmatic Budget for various reasons. I am going to elaborate those reasons within a few minutes.

We all know that the Railway is a common mode of transport both for passenger and also for goods traffic. The Railway is to provide the route to social mobility - social mobility in respect of economy and social mobility in respect of understanding the various communities living in different parts of the country. Probably it is also a route to political mobility. Therefore, I think that the Railway has a great role to play in the diverse cultural field and in the diverse heritage of the different parts of the country.

To do so, if the Railway is to provide the mobility, probably we have to make a survey. I am to lament that even now a scientific survey for introducing the railheads in different parts of the country has not yet been made. This is simply because even now there are parts in the country where the people have not even seen railway tracks and the major reason for not putting the railheads into such territories is said to be non-viability. The concept of non-viability so far as railheads are concerned is retrograde. This is a most backward and negative attitude. Therefore, I urge upon the Minister of Railways that during his tenure, a broad based survey should be made. This should be a survey of those territories where there are trains and of those territories where there is no train. The differences between the haves and the have-nots must be pointed out clearly so as to assuage the grievances of the people living in different parts of the country. A map, at the time of discussion on the Railway Budget for the next time, should be definitely hung over the seat of the hon. Speaker or the Chairperson so that all the Members of Parliament could see which part of the country is lagging behind and for what reasons. The economy of the country must not stand in the way of introducing trains in those areas.

Now after making this preliminary observation on this very important sector, I would like to pass on to the Budget. I have already said that I have taken a stand to support the Budget. I was listening to many of the Parliamentarians who have taken part in the debate and they have expressed some reservations regarding the hike in the railway fares.

But the impact of the increased railway fares has been only 0.12 per cent. Therefore, 0.12 per cent hike in the fares and freights probably may not have a serious impact. But then there is a possibility that inflation may take place and it can not be ruled out. So, to contain the inflation of 6.1 per cent. as it is now, all measures should be taken and the money that will be collected

from the hike of prices should be ploughed back to remove the impediments, to increase more railway facilities and to create new lines in the different territories.

A number of complaints have been made about the customers' services. I also feel that the customers' services are very essential. They are not very satisfactory. I shall request the hon. Minister to plough back the money that will be accrued through the hike of the prices into these customers' services because, at present, the position is not very satisfactory, particularly the trains moving in the North-Eastern Frontier States. So, the Ministry of Railways should make an endeavour to improve the conditions.

The Budgetary target of freight earning has declined in 1996-97. It has declined to the tune of Rs. 325 crore. So, in 1997-98, an all out effort should be made to see that the budgetary target should not decline. If it is not achieved then a disaster may take place in the very dream of improvement of the railway facilities and the new projects that have been contemplated may suffer from certain difficulties. So, the estimates should not go wrong to invite disaster.

The demands from some core sectors are poor, particularly cement, coal, steel, etc...*(Interruptions)* Madam, I should be given some time because some of my friends have been given more time.

MR. CHAIRMAN : There is a long list pending. So many of your colleagues want to speak.

DR. PRABIN CHANDRA SARMA : Kindly give me half-an-hour. That will be enough for me.

MR. CHAIRMAN : It is too much.

DR. PRABIN CHANDRA SARMA : I need a minimum of three hours. But then it will be too much. I request you to give me at least half-an-hour more.

MR. CHAIRMAN : Shri Sharma, please try to complete your speech within three minutes.

DR. PRABIN CHANDRA SARMA : Madam, kindly give me some time.

In the Railway Budget, there has been a mention of a lot of economy and this economy has been at the cost of reduction of staff and also due to management efficiency. But I would request the hon. Minister that the economy should not be at the cost of employment. The Railway is treated as a social welfare organisation and if it is a social welfare organisation, then it must provide employment opportunities. I also request them to see that the Railway becomes one of the most important employment-oriented institutions.

We have seen that sometimes awards have been given to non-efficient persons. In the Railway Department, efficiency must be complimentary to proficiency and it must be matched with the performance. So, giving of awards for efficiency must always be followed.

[Dr. Prabin Chandra Sarma]

An inefficient person should not be given an award.

The operational ratio has been very bad. I desire that the operational ratio in the next Budget be improved.

Now I come to my own sector.

MR. CHAIRMAN : Please conclude now.

DR. PRABIN CHANDRA SARMA : Madam, I am not taking much time. I should be given some more time.

MR. CHAIRMAN : You have already taken ten minutes. Please conclude now.

DR. PRABIN CHANDRA SARMA : I shall take only a few minutes more.

Now I come to the facilities being given. In this House, there has been rather an applaud and we also applaud the Railway Minister that some projects have been given to the North-Eastern region. But the picture is not that rosy. The Bogibil bridge is now proposed. Rs. 15 crore is the estimated expenditure. But the tenure for completion of the bridge will be about ten years. I request the hon. Railway Minister that this Bogibil bridge be constructed in about five years' time so as to make a positive impact on the people of the North-Eastern region.

Jogigopa-Pancharatna line has not been completed. I desire that this bridge and the railway line from Jogigopa to Guwahati be completed during this year, that is, 1997.

I desire that the gauge conversion from Metre Gauge to Broad Gauge from Lumding to Silchar be completed within about two years. I also desire that the Kumarghat-Agartala railway line should be completed within 3-4 years.

Along with this, I also desire that-

- doubling of the line be done up to Guwahati;
- Guwahati railway station be improved to make it the heart of the North-Eastern region;
- all district headquarters be connected with railway line, as has been requested by Shri Paban Singh Ghatowar;
- the frequency of the Rajdhani Express be increased to at least six days a week;
- direct trains be introduced thrice a week for Mumbai, Pune and Bangalore;
- the speed of the Express trains to Delhi, Calcutta, Chennai and Cochin be increased.
- train-buses be introduced between Guwahati and Nalbari, and Bongaigaon and Dhubri.

Gauge conversion of M.G. line to B.G. line from Rangia to Murkong Chelak and from Kamakshya to Pandu Store Depot may also be completed
...(Interruptions)

I also demand the construction of rail-road bridges in the city of Guwahati, introduction of a circular railway surrounding Guwahati and reintroduction of the M.G. line between Silghat to Chaparmukh and from Chaparmukh to Moirabari. For reasons not within the knowledge of the people, these railway lines had been stopped. In the presence of the hon. Prime Minister, the Railway Minister had made a statement in Silchar that these two new lines would be introduced. I request the Railway Minister to introduce these two lines.

MR. CHAIRMAN : Thank you.

DR. PRABIN CHANDRA SARMA : Madam, I have not been given sufficient time to speak.

MR. CHAIRMAN : You have already spoken for fourteen minutes. If everybody speaks for fifteen minutes, many others will not get any time at all.

DR. PRABIN CHANDRA SARMA : Madam, normally I have a habit to end my speech with a Sanskrit verse. I shall take only one or two minutes more.

MR. CHAIRMAN : No, you conclude now. Otherwise I shall call the next speaker.

DR. PRABIN CHANDRA SARMA : Madam, you are very kind. You are so kind that you will give me another one minute at least.

[Translation]

Mera Bharat Mahan, hence with a Sanskrit Shloka I conclude my speech :

Purnam idam, purnam idam, Purnay Purnam udishyate,

Purnasya purnamodayoh Purnamev Avshishyate.

[English]

Bharatvarsh is a *mahan desh*. It has got its capacity and it has got its immense resources.

If we all come together, if we put our heads together, probably everything that we - all the Members from different parts of the country irrespective of the Parties that we belong to - our desires may be achieved. I think the Railways can then be a real route to social mobility.

With these few words, Madam, I conclude and I thank you very much for giving me this opportunity.

16.45 hrs.

BUSINESS ADVISORY COMMITTEE

Eleventh Report

[English]

MR. CHAIRMAN : Shri Ram Naik to present the B.A.C. report.

SHRI RAM NAIK : Madam, I beg to present the Eleventh Report of the Business Advisory Committee.

16.46 hrs.

RALWAY BUDGET — 1997-98
DEMANDS FOR GRANTS ON ACCOUNT —
(RAILWAYS) - 1997-98
DEMANDS FOR EXCESS GRANTS —
(RAILWAYS) 1994-95
DEMANDS FOR SUPPLEMENTARY GRANTS —
(RAILWAYS) 1996-97 — *Contd.*

[English]

SHRI G.A. CHARAN REDDY (Nizamabad) : Thank you, Madam, for giving me this opportunity.

I rise to take part in the General Discussion on the Railway Budget for 1997-98, the Supplementary Budget for 1996-97 and the Demands for Excess Grants for Railways. I do hail from the Nizamabad constituency of Andhra Pradesh which has been a backward district in the Telangana region and which has been neglected by the State Government and, to a certain extent, by the Central Government. Moreover, it has been infested with the Naxallites. It has been lagging behind for years in all aspects like the educational aspects or industrial aspects. It has been prospering in only one sector and that is the commercial crop and trading business. In that context, the transportation and communications become a must. For the past many years, particularly the Railway services have been lagging in my district. The Railway Ministry has sixteen lakh employees and operates 7,500 passenger trains a day and carries eleven million passengers which accumulates up to almost 20 per cent of the passenger load. In addition, it carries more than 425 tonnes of freight every day.

Because of the time constraint, I am not going into the laurels, praises, good things, bad things, merits and demerits of the Budget about which many of my elders, including yourself Madam, I believe, had spoken. But, certainly, I do have to be candid in my discussion and make a few points. It is the perception of the people in this country today that they say that the Budget has been an inflammatory Budget and secondly the Budget has a discriminatory factor in that. They say that the Budget has mostly favoured Karnataka State and Bihar. It is very much evident from the fact that many of the States M.Ps. went outside and stood in front of the Parliament House and somehow, with the conciliatory effort of our hon. Minister of Railways, he could convince some of them. Only the results in the future will tell whether he satisfied them in a constructive way or not.

In this Budget he proposed a 12 per cent hike in the freight rate and 10 per cent hike in passenger fares

as far as the upper classes are concerned and five per cent for sleeper class passengers and 20 per cent surcharge has been levied on movement of parcels in superfast trains.

Our hon. Minister of Railways has described these as, let me quote, "modest and selective". While presenting his maiden Budget on 16th of July, 1996, he had done a similar thing. A ten per cent increase in freight and fares of upper classes was effected and he described it, let me quote again, as "modest and selective adjustment in fare and freight rates".

These deteriorating financial conditions are reflected in this Budget. The per cent ratio of net revenue to the capital has been declining for the last 50 years from 12.2 to 8.9. If this trend continues, it will not be too long before the Railways could become bankrupt. Let me give you a few allocations because the promises tried to please every Member here and to some extent a great per cent of the people of this country itself. Let me give few examples.

For the purpose of gauge conversion or unification, Rs. 996 crore have been provided this year while Rs. 1,021 crore had been provided last year. There is a decline in that aspect. This year Rs. 178 crore have been allocated for doubling of lines while it was Rs. 206 crore last year. There is a decline in that aspect also. For the purpose of computerisation, Rs. 62 crore were provided last year while Rs. 35 crore have been provided this year. By decreasing these allocations, it is not possible to achieve what the Minister of Railways is hoping to achieve neither he is going to fulfil all the pending projects. The hon. Minister of Railways needs more than Rs. 20,000 crore to achieve that. In his Budget Speech, he has not elaborated a single point to convince us the mobilisation of the sources of this money.

As we know, the Railways carries more than 40 per cent of our passengers. I could go on and on but because of the time constraint and looking at your pleasant smile which is giving an indication to me to conclude, I will confine myself to my constituency.

As I said, my constituency, Nizamabad is in Telangana region. All alone, since I became a Member of Parliament for the first time, I have been insisting on the Railway authorities for the conversions of one line, that is, Mudikhed (Maharashtra)-Nizamabad line. This is an 88 Km line and the survey is almost finished. I hope that the hon. Minister would allocate good funds and not just 'funds' because my colleague sitting beside me here hails from Karim Nagar district knows it. The Karim Nagar-Peddapalli-Nizamabad line is about 177 Km long. The total anticipated cost of that project is Rs. 192.22,68,000. So far as 1996-97 is concerned, Rs. 12.70 crore have been spent. This year, there is an allocation of Rs. 5 crore only. With this meagre amount of Rs. 5 crore, it would be very much tough for this on-going project to be completed because time escalation

[Shri G.A. Charan Reddy]

would come into the picture. Probably down the road, by the time the project is finished, it might take more than 40 years! As you know, the inflation factor would increase by three or four times in 40 years.

There are other things which may look small from the point of view of the hon. Minister, but from the point of view of people of my constituency, these are big issues. I request the Minister of Railways to provide in my constituency, Nizamabad town proper, two foot overbridges at both the ends, Cabin 'A' and Cabin 'B', for the use of public as people are finding it very difficult to cross the tracks.

Presently, there are only 250 quarters for the staff of Railways at Nizamabad. I have been to that area and they are a must; I request him to construct another 250 quarters for the staff. It is not for me but for the staff of the Railways itself. The most important thing that I would like to emphasise is that the height of the platform at Nizamabad broad gauge line should be raised since for the people with luggage, and particularly for the old people, it is becoming very tough to alight without somebody's help. More than that, I am ashamed to say that the entire railway building is in a very pathetic condition and I do not think that at any time in the last 20 years, any money for its renovation had been allocated. In front of the railway station itself, it is not a walkable place. Unfortunately, I never had a chance to travel by train in the last 25 years in my constituency, but this is what passengers of my area tell me.

There are a few requests I have made in writing to the Minister of Railways, but so far I have not had a promising reply or for that matter, any reply. I have asked that train numbers 594 and 593 may be extended up to Bodhan.

No reply has been given to this point.

Then in my Assembly Constituency, Dichpally which is the Mandal Headquarters, the fast train does not stop there. It must stop because this Headquarters is also the headquarter for the 7th Battalion of Police.

Then on 19th September also I sent a letter to the Divisional Manager asking for the shuttle train between Nizamabad to Kamareddy. Its timings have to be changed because there is no service train between 1530 hours to 2130 hours from Kamareddy to Nizamabad. I would appreciate if you look into it and give consideration to it.

There are many small things which I do not want to mention. I could see the hon. Minister, Shri Satpalji Maharaj, and could get a feeling that he might give a consideration for the small money.

Madam, I know there is time constraint. But finally, I do want to re-emphasize again my biggest and the single most concern and hope that he would allocate sufficient funds for the conversion of line from Mudkhed

in Maharashtra to Nizamabad which has been in unification process.

I do compliment the hon. Minister for presenting this Budget.

With that, I thank you for giving me time to complete even though there was time constraint.

[Translation]

SHRI RAM NAIK : Mr. Chairman, Sir, initiating the discussion on the railway budget our colleague Shri Pramod Mahajan draw the attention of the house as many issues and opposed the like of 12 percent in the freight rates in the railway budget. He gave many suggestions on several issues such as how to improve the operation of the trains throughout in the country which are the challenges before the Railways and how can its condition be improved. I associate myself with all his views and keeping in view of the time constraint. I would like to express my views particularly regarding Mumbai suburban trains.

When Hon'ble Railway Minister was reading his budget speech here, commuters of suburban trains heaved a sign of relief for a moment as the fares of Suburban trains were not increased by him. But any new project regarding Mumbai Suburban railway service has not been included in it hence that sign of relief proved only momentary. In the light of the above relief I would like to make a few points.

In India one crore and ten lakhs people travel by train daily out of them 50 percent i.e. 55 lakhs people travel by suburban trains daily in Mumbai city alone 14 lakhs people in Calcutta and five and half lakhs people in Chennai or Madras thus making up a total of 74 lakh 50 thousand commuters.

Mumbai is the economic Capital of India. This economic capital fetches money in huge sums not just for the Mumbai city alone but for the country as whole. Keeping this in view Mumbai Suburban train service should be improved. I have been making this demand in the house for the last 7 years. Presently the railway budget in the house Railway Minister Shri Suresh Kalmadi had said that Mumbai had been neglected much till date but the year of 1996 would be observed as 'Mumbai Suburban year' under which we will try to improve the facilities to Suburban travellers in Mumbai. Under paragraph 1.2 of the Action Plan Mumbai-2001' published by Railway Ministry it has been stated :

[English]

"Mumbai's contribution to economic growth has been significant. It accounts for 33 per cent of country's income tax, 60 per cent of customs duty, 20 per cent of the central excise, accommodates 4.6 per cent of India's urban population and generates 10 per cent of the country's industrial jobs.

17.00 hrs.

Mumbai Port handles 17 per cent of India's maritime trade, and the Mumbai Airport handles 49 per cent and 42 per cent of the international and national air passenger traffic respectively."

[Translation]

Mumbai makes such contributes in the industrial and economic development of the country.

I would like that Minister of State for Railways and Shri Satpal Maharaj should pay his attention towards my speech also. Suburban railway is considered as the life line of Mumbai. At the same time it fetches the Union Government huge revenues from here Union Government and State Government treat Mumbai as revenue earning city. All people earn money from Mumbai.

SHRI KALPNATH RAI (Ghosi) : Do they not provide to Mumbai?

SHRI RAM NAIK : Railways does not provide funds. Due to not providing funds for the development of Suburban railway in Mumbai, today 4500 people have to travel standing whereas there is scope for only 2700 people to travel like this. In Mumbai today the position is this that 10 persons have to stand within an area of one square metre. Rules have been prescribed for carrying horses, so many meters to be provided definitely and if this is not done cows and goats in wagons if these rules are not followed the suit is filed against the railways but in Mumbai a common mass has no importance.

Madam, when Suresh Kalmadi ji was Railways Minister, he had formulated 'Action Plan Mumbai 2001, and wherein there was mention of funds to be provided for Mumbai and the way in which the development of Mumbai Suburban trains was to be done but nothing happened. New Government came into power. It had presented its budget last year we thought that being new this Government had presented the budget in haste. But this year also nothing has been provided. The members of Parliament from Mumbai, the officers of railway board and Chief Minister of Maharashtra had six meetings in all with the hon'ble Minister, we thought that this time something would be provided for the development of Suburban Railways of Mumbai but we got nothing. There is a proverb in Marathi -

'Angar Pokhrun undir Nichala'

That is much cry and little wool. I thought that my Hindi might not be good so I asked my daughter to cite a better proverbs for it but she gave even lesser importance to this issue.

So, the daily commuters of Mumbai are angry over it. They are agitated. It is like adding insult to injury. If you travel in those sub-urban trains for two days, you would get acquainted with the condition of the commuters there and they travel in trains to go to their place of

work in factories or offices. They contribute their might to the production of the country and if their voice is not heard, whose voice would be heard will they have to adopt other methods. Will they have to burn the trains to get their genuine demands fulfilled? Would you not pay any heed to their warning?

SHRI KALPNATH RAI : Why the trains of Mumbai have been running in loss?

SHRI RAM NAIK : I will come to that. Perhaps it is because the people of Mumbai have elected six members of parliament of BJP and Shiv Sena and the State Government is also of BJP, Shiv Sena combine. In the recently concluded Metro politan Council elections, power has gone to BJP and Shiv Sena combine? Are you angry due to the fact that you have suffered defeat there? Do you want to take revenge?

SHRI SATPAL MAHARAJ : Not at all.

SHRI RAM NAIK : Mr. Rai you have asked as to why the trains of Mumbai have been running in loss. I want to tell you that as far the statistics of the Ministry of railway for the year 1995-96, 54 lac rail commuters travel in Mumbai daily and a profit of Rs. 91.40 crore was earned. These are figures for the year 1995-96. In the latest figures the profits must be more. Calcutta where there are 14 lac commuters the loss is to the tune of Rs. 254.28 crores.

In Channai where there are only 5.5, lac commuters, the loss is Rs. 60.69 lacs. In my opinion it is not justified to do such in justice Mumbai which gives profit. What has the Government done in this regard? There is not a single project. I want to draw your attention to para 58 of the Budget speech of the Minister of Railways. You can find out what is there in it for Mumbai. I quote para 58 :

"Mr. Speaker, the House is aware that various measures are being taken to improve the suburban services in Mumbai area. Some new projects have also been identified for being taken up to improve the services. Rail India Techno Economic Services have been commissioned to undertake detailed studies for laying of fifth-sixth lines from Mumbai Central to Borivali on Western Railway and fifth and sixth line from Mumbai CST to Kurla on Central Railway. Some more works have also been identified for inclusion in the Mumbai urban Transport Project-II. Studies are in progress in four different areas to find solution to the problems being faced by suburban passengers."

What is there in it? So, it is but natural that the people of Mumbai are agitated...(Interruptions) I will conclude my speech in five minutes.

MR. CHAIRMAN : I was asking you as to how much more time you would take.

SHRI RAM NAIK : I will take five minutes more. Very little has been provided for the on-going projects. Provision of Rs. 327.27 crores has been made for Boriville-river quadruplicate. This year only Rs. 9.99 crores out of the total expenditure has been provided. It is not even 10 crores. The second big project is for double line from Kurla Mankhurd to Bēkapur which is estimated at Rs. 179 crores provided only Rs. 20 lakhs have been provided for it. Not even a rupee has been provided for Purlet-thane fifth and sixth line which involves Rs. 271 crores. Rs. 87 Lacs have been provided for Mumbai Division conversion from AC to DC track which involves an expenditure of Rs. 549 crores. It is not even one crore. Similarly, the expenditure for Churehgate river AC to DC track conversion is Rs. 185 crores. The Government has provided Rs. 2 crores. In this way this work would not be completed even in the next 10 years. The present population of Mumbai is 1 crore and 10 lacs and if we include the population of Thane, Vallad Ambarnath etc. it is about 2 crores. It would be about 3 crores in the next 5 years. The trains would not be sufficient for that.

Therefore, I urge upon you to increase the provision made. I know that there is the shortage of funds. This plea is taken repeatedly. I would like to make fair suggestion in regard to funds and with that I would conclude my speech.

I had said last year that BOLT scheme would not be successful. Three projects were given under BOLT scheme in Mumbai, Boravili, Virar, Davavsai and Diva panmel. The Government did not receive any tender for these projects. Two years have passed. Now nobody is prepared to take any project of Mumbai under BOLT. Who would come in Assam and Kashmir? Please don't go ahead with the scheme of providing rail tracks on the BOLT basis. Resources will not be generated through this scheme.

To generate resources an independent corporation should be created for Mumbai suburban trains. I will not say that the Minister of Railways belongs to Bihar, so he has created a new division in Bihar. Can you not sanction a new division in Mumbai where there are 55 lakhs commuters? Please make a separate independent autonomous corporation for suburban railways. People came forward to purchase Konkan Railway Bonds for Konkan Railway Corporation. If the Government make such corporation in Mumbai and floats Mumbai suburban Bonds. The people of Mumbai would purchase these bonds and provide necessary funds to the Government. I can assure the Government on behalf of the people of Mumbai. This is one way. The second way, which has been discussed here is that Railways has a large track of surplus land in Mumbai. Rs. 20000 crores can be mobilised through it. These statistics have been even by the Government Section. If the Government take such a decision something can be done. This proposal has been lying pending with the Union Cabinet and we are tired of hearing it that it is lying pending with the

Union Government. If these projects regarding the use of surplus land, which have been pending with the Union Government, are cleared, the Government can mobilise as much as it desires.

The third point is regarding taking funds from Urban Development Ministry. Nothing is being done in that regard and therefore, this is again with the Ministry of Railways.

The final point is regarding Mumbai suburban Transport Project-II which is a big project of Rs. 4000 crores. It has been discussed for the last seven years. The World Bank is not providing loan. So, please shelve this project. Nothing is happening by saying every time that M.U.T.P.-II, M.U.Y. P-II. Besides, the line from Church gate to Virar has been extended upto Dahanu. Now, you have increased the area upto Rahanu, the Government has provided for a signalling project involving an expenditure of Rs. 25 crores for that in this Budget and only Rs. one lakh have been provided for that. So, something should be done for ensuring the timely completion of this work. The last suggestion is this that at our instance, some trains of 12 bogies have been started. Some of these trains run from Church gate to Virar and from Chhatrapati Shivaji Terminal to Kalyan. If all the trains from Chhatrapati Shivaji terminal to Thane are run with 12 bogies, people would benefit a lot. Mr. Chairman, Sir, keeping all these things in view, it is requested that a categorical reply in this regard may be given. Otherwise it is to be seen how the common people of Mumbai who are agitated will be pacified by them.

I would finish my speech after submitting about Konkan Railways in a minute. Konkan Railway would be successful. We name this picture in our minds. Konkan Railway Corporation has done well. We congratulate them. Two trains have started. My friends of Shiv Sena have also suggested in this regard that these trains do not start from that area where Marathi speaking Konkans live. It starts from Kurla. If you start the train from Dadar instead of Kurla the people would be more benefitted. If the hon. Minister does not reply specifically in this regard, people would start mass-movement in this regard. The hon. Minister should fulfil their genuine demands in order to avoid that mess agitation. The names of two trains are discussed here frequently. Konkan is the land of barububan, so, one train should be named "Parsuram Express" and the other trains should be named "Konkan Ki Rani" as is 'Deccan Queen'. Which runs from Mumbai to Pune. In this may Konkan Railway would be more closer to the Konkan people. Other points raised here may also be replied to.

With these words, I thank you.

*SHRIMATI SANDHYA BAURI (Vishnupur) : Madam Chairperson, at the outset I express my gratitude and

* Translation of the Speech originally delivered in Bengali.

thank you for giving me an opportunity to participate in the Railway Budget. After supporting the Railway Budget, I also thank the Hon. Railway Minister for presenting the commendable Railway Budget where he has spared the already hard-pressed common people by not increasing the fare in ordinary Class. On behalf of the common people I heartily thank the Railway Minister for his concern for the poor ordinary passengers.

Madam, I would like to raise a few issues regarding Railway Budget. Some speakers from our party have already expressed their views regarding Budget. I would like to submit certain difficulties faced by the people from my constituency.

I have come from Vishnupur in Bankura district. Most of my colleagues are not aware of the hardships and difficulties faced by the people of my district. That is why, Madam, through you, I would like to bring to the notice of the Hon. Railway Minister these difficulties so that appropriate actions may be initiated.

Madam, you will be surprised to know that only two trains from Bankura run for Calcutta :

- (1) Purulia Express starts from Bankura for Calcutta in the morning.
- (2) Another train Howrah-Chakradharpur-Bokaro Express starts from Bankura at 12 O'clock in the night.

Commuting from Bankura to Howrah is very essential for various governmental, official, legal work, studies, business purpose and medical treatment. So the demand of the people of my district Bankura is to start a fast passenger train immediately from Bankura. Purulia Express never runs on time and people go on waiting for that single train. Moreover, the train runs so late that one is never sure of reaching Calcutta in time. The fare from Bankura to Howrah by Purulia Express is Rs. 57. For ordinary passenger this amount is difficult to afford. So many people have no other option but to travel by very crowded night service bus. Since these buses are very crowded, people travel even on the top of the bus resulting in accidents. So, we want that immediately fast passenger train must start from this area. The timing should be 5.30 A.M. departure from Bankura and 6.30 P.M. from Howrah. The distance between Bankura and Howrah is 231 km and the introduction of this new train will save both time and money of ordinary passengers.

Apart from these two trains i.e. Purulia Express and Howrah-Chakradharpur-Bokaro Express, we have some local trains like Bankura Adra, Kharagpur and Bankura Midnapore. Since the distance from Bankura to Howrah is 231 km, these trains take almost 8 to 10 hours to reach Howrah. People with limited means cannot afford to stay for a long time in Calcutta. They want to come back as soon as their work is over. Keeping this in view, through you, I again request the Hon. Railway Minister

to consider the genuine difficulties faced by the people and start fast passenger train as early as possible.

Moreover I would like to bring another long standing issue that has been agitating the people of this area. In fact they have already started agitation for their grievance. They are agitated because Bankura Damodar River train has not been functioning since long. This train from Bankura used to run through the remote rural areas of Burdwan. Various meetings were held in the past with the Railway Minister to start this train again. It may be mentioned that there were expectations to convert the metre gauge line to broad gauge and to connect it with Durgapur. But we are highly disappointed that nothing has been mentioned in the Railway Budget in this direction.

Bankura mainly depends on agriculture and due to active co-operation of the Left Front Government the previous draught prone areas are now producing good foodgrains. But due to lack of transport facility and railway link, marketing or preserving in godowns of the grains is not possible. So the small farmers are at the receiving end. Besides many people from South Bankura come to Burdwan for livelihood. This train was very important for them also. Through you, Madam, I draw the kind attention of the Hon. Railway Minister, to consider the inconveniences faced by the people of Bankura and urge upon him to do the needful.

Moreover I must draw your attention to another important issue. Bankura is famous for its Cottage industry like potteries, terra-cotta articles like much sought after famous horse of Bankura and Dokra articles. These products are made in the small hamlets of Bankura villages. Due to lack of railway link and transport facility, the villagers cannot have access to good markets and they have to sell their articles through the middlemen at a very nominal price. They can have better marketing facilities and better price if their areas have railway link. It is regrettable that inspite of producing world famous art objects, they lead sub-standard life.

The yardstick of development for any area depends on its communication, railway being the main factor. So, the development of my area is also related to proper railway connection.

It is a matter of grave concern that even after 50 years of independence, only 20% of Bankura is covered by railway and for the remaining 80% railway is just a dream.

Our Hon. colleague Shri Basudev Acharya has mentioned about Indian Railway in his speech. I want to mention the drawbacks in my Constituency and the district of Bankura. Moreover, I would also like to mention that due to lack of electricity in railway compartments, there are repeated accidents, dacoity, theft in the compartments. Water must be provided in the long distance trains because people have become habituated

[Smt. Sandhya Bauri]

in travelling by crowded trains but scarcity of water results in making the compartment unhygienic and stinking, resulting in the sickness of the passengers. In this context, I would suggest that medical facilities should also be provided in the long distance trains. I want to mention from my previous experience the difficulties I faced last time. This incident will also explain why I mention Shri Acharya. Travelling by Adra Local I took Subarnareka for Dhanbad to get Rajdhani for Delhi. The train was running late by six hours and I was so tense whether I would be able to board Rajdhani or not.

MR. CHAIRMAN : The Hon. Railway Minister should pay attention to what the Hon. Member is narrating.

SHRIMATI SANDHYA BAURI : From Pathardih to Dhanbad the train runs by diesel engine. I want that Pathardih to Dhanbad should have electrification so that Dhanbad should be directly connected with Adra. This will ensure the timely arrival of passengers in Dhanbad to board Rajdhani.

I have come here as the representative of the people and I want to raise their problems. The existing train BDR in my area has not been functioning since long. But I find no mention in the budget in this regard. The train which was running in the past must start again for the benefit of the people. I find a plan for Rail Bus in the budget. But what about the train which was already functioning in the past. I urge upon the Railway Minister to restore the BDR train again so that people of my area are benefited.

The area is industrially and economically backward. The inhabitants include the poor socially backward SCs and STs who travel by bus to other districts for their livelihood. Sometimes they meet with accidents also by travelling in crowded bus. One such accident occurred near Durgapur Barrage sometime back. There is a scheme to start Rail bus. But why not revive the old train which was doing great service to the people of my area?

Moreover, I would also like to mention that the frequency of New Delhi Super Fast and Puri Patna, Cochin Patna must be increased twice to thrice or four times in a week for the benefit of the commuters. With these words, Madam, after drawing the kind attention of the Hon. Minister through you to increase the frequency of trains for my area which has only two trains, I once again thank you for giving me an opportunity to speak on the Railway Budget.

[English]

SHRI ANANDRAO VITHOBA ADSUL (Buldhana) : Respected Chairperson, Madam, I would like to give my speech in Marathi, that is in my regional language. I request the hon. Minister of Railways to take care of it.

MR. CHAIRMAN : Have you given the notice?

SHRI ANANDRAO VITHOBA ADSUL : Yes, I have given that.

*During the last ten months this is the third Railway Budget which is being presented to this House. We are discussing 1996-97 budget, 1997-98 budget and supplementary demands for grants. During the discussion on two Railway Budgets earlier I had raised the question of backward region of Vidarbha where the district of Buldhana is located. I had also raised the question of proposed Khamgaao-Jalna railway line in this district. During both the discussions Hon. Railway Minister Paswanji, and Satpal Maharaj Ji had agreed this railway line was very necessary. But unfortunately there is no mention about this railway line in this years Railway Budget. The proposal of this railway line is there for last 15 years. Engineering Survey of this line has also been completed. Economic survey of this line has also been completed. This railway line is important because it connects Bombay-Hawarah line as well as Bombay-Nanded line of South Central Railway. Another significant aspect of this railway line is that it is going to connect 7 districts of Marathwada and 9 districts of Vidarbha. The proposed Railway line-Khamgaao-Jalna is expected to cover distance of 145 kms. If it is extended upto Shegaon the total distance would be 165 kms. This railway line should be extended upto Shegaon because Shegaon is an important railway station on Central Railways. Since this railway line connects important railway lines, as I mentioned earlier, it would cater to the needs of 16 districts of Vidarbha and Marathwada. In both the Railway Budgets Hon. Minister mentioned that Railways are not merely commercial organisation but it is service oriented organisation. It is a Welfare Organisation as well. That is why Railways should expand their network in backward areas. If this is the view of the Hon. Minister. Then why should this railway line which would cater to the needs of backward areas of Vidarbha and Marathwada not be taken into consideration?

Hon. Minister, Shri Ram Naik mentioned just now that Shiv Sena has Captured Assembly, Corporation, MPs Seats in Mumbai. Shiv Sena is the ruling party in Maharashtra today. That is why we have an apprehension that Maharashtra is being deliberately neglected by the Central Government. In the last years Budget we had the same experience. No new railway line is proposed in Mumbai or Maharashtra by the Central Government in this Budget. On one hand give Slogan that for removing backwardness Railways line are essential and railway network should spread in backward area. But when I look at the Budget I find that railway lines are going to be there in Bihar, Karnataka and Meghalaya. But even though there is need of railway line in backward region of Maharashtra. I get the impression that Maharashtra is being deliberately

* Translation of the Speech originally delivered in Marathi.

ignored - Vidarbha and Marathwada are so backward that there is no industries in this area. As there is no irrigation, agriculture is not developed in this area. There is large unemployment in this region. There are few other facts which I want to mention. A big lake has been formed at Lonar because of meteoric fall. It is considered as a wonder of the world. Maharashtra Government has declared Buldhana district as tourism Centre. In this district monther of Chatrapati Shivaji was born in Sindhakhed. This place is called as 'Matrusthal'. The Government has declared this place as tourist centre. Shegaon is also situated in Buldhana district. 'Samadhi' of Gajanan Maharaj is located in Shegaon. Everyday atleast 16000 devotees visit Shegaon. Nearly one and half lakh devotees visit Shegaon every week. This railway line is of great significance as it would enable people of Marathwada to go to Vidarbha and vice versa. It would also enable devotees to visit Parali Vajinath, another pilgrim Centre of this district.

Parali Vajinath Thermal Power station is also situated in Beed district. Presently Coal is transported there through Chandrapur-Hyderabad. If Shegaon-Jalna railway line is constructed the distance for transporting Coal would be 646 kms. only. Thus a distance of 246 kms. would be reduced if Shegaon-Jalna railway line is constructed. The Country also would be benefited because of this railway line. If we take these factors into account. We realise how important Shegaon-Jalna railway line is for connecting the two regions and for ensuring development of this area.

But Railway Board has taken a view that this railway line is not economically viable and we have got a similar reply from Hon. Minister. Himself says that Railways are not meant for earning profit but it is service oriented organisation to achieve welfare of the people. But at the same time we receive this reply from the Hon. Minister and this railway line is not sanctioned by the Railways. As this railway line would handle traffic of crores of passengers, lead to industrial development of this area and as several Pilgrim Centres are located on this line. I would request Hon. Minister to take up this railway line and atleast make a beginning. I request the Hon. Minister to take up this railway line and provide some funds in this Budget.

Just now I mentioned that Shegaon is an important holy place where thousands of devotees visit every week. But Geetanjali Express on Mumbal-Howarah route does not have a halt at Shegaon. During both the Budget discussions I had mentioned that Geetanjali Express should have a halt at Shegaon. People of this area have made this demand for a long time. But it is our misfortune that this small request of providing two minutes halt of Geetanjali Express at Shegaon has not been accepted in last 10 months. I request that this demand should be taken into consideration.

On Bombay-Hawrah railway line there is Nandura station near Buldhana. There is railway crossing near

Nandura station. Bombay, Calcutta highway passes through this crossing. There is traffic jam when trains pass through this crossing many accidents have taken place here. People have demanded that there should be an overbridge here. But this demand has also not been considered at all by the Railways. I request the Hon. Minister to consider this demand and see that overbridge is built there.

Even though I hail from Vidarbha. I am a resident of Mumbai for past 26 years. I live at Kandivli.

There is a railway crossing at Kandivli. Central Government, Maharashtra Government and Mumbai Corporation have reached an agreement to construct an overbridge at Kandivli. The construction of this overbridge involves some military land. But Army is not giving consent for use of this land. So the issue is hanging for the last two years for want of Army's consent. But in the last ten months this Government could not get Army's approval for this land. This land is vacant land and does not house any building. But over this small issue the construction of overbridge is pending. I hope Hon. Minister would consider this demand and take up construction of overbridge at Kandivli. Which would help in removing traffic congestion and would really remove hardship of the people. I am thankful to Madam Chairperson, for giving me an opportunity to speak.

[English]

SHRI ANADI CHARAN SAHU (Cuttack) : Madam, it is a strange coincidence that I stand here to speak when you are presiding over the House.

MR. CHAIRMAN : You must thank me!

SHRI ANADI CHARAN SAHU : Madam, I crave your indulgence to quote from the White Paper prepared by the Ministry of Petroleum and Natural Gas.

"The inability of the Indian Railways to meet the demand for various types of passenger and freight movements has been one of the main reasons which has given rise to greater use of road transport and the growth of the country's vehicle fleet."

What I wanted to say is that one Department of the United Front Government has been criticising another Department of the same Government. I do not know what has happened. As you know, Madam, the United Front Government consists of many constituents and they have been pulling apart. It has been very clearly indicated by the hon. Speaker the other day. I have a feeling that the United Front Government is trying to advocate a new maxim. The maxim is that "Divided we stand, united we fall." Maybe, it may be true of the United Front Government. I do not want to dilate much further on that.

I do not want to go into the prologue of the Railways and I hit straight on the head of the nail. As you see,

[Shri Anadi Charan Sahu]

the Budget indicates - or previous to that, the Economic Survey had indicated - a 4.3 per cent increase in freight traffic and a 3.7 per cent increase in passenger traffic from April to November. That is very good. It has shown a considerable increase and that has shown the efficiency of the Railways within that period. But what has happened thereafter?

This Railway Budget - pardon me for saying so - is like a bikini suit! What is a bikini suit? One would like to ask this question. A bikini suit is one that which reveals what is suggestive, but that which it conceals is vital. This Railway Budget is like a bikini suit! It has suggested something, but has concealed many things. What has it suggested? It has suggested new railway lines; it has suggested going into the backward areas; it has suggested passenger amenities; it has suggested staff amenities. But at the same time, it has not taken into consideration many factors which should be required for running a railway in a proper manner.

You would see that there have been 1670 over-aged coaches. That has been indicated in the Railway Budget itself. The immediate requirement was to have more coaches, proficiency-wise or efficiency-wise, to go into the running of the Railways. That has not been taken into account. Madam, they have given an indication that the locos which were being used by the Railways had a power of 166 grams per diesel consumption hour or something of that sort. I do not know about it. They have an ambitious plan of reducing it to 150 grams per hour for diesel consumption or something like that. They have been thinking of bringing about some efficiency in fuel consumption. What was required that they should have gone into production of diesel locomotives at the Varanasi Diesel Locomotive Works itself.

What has happened last year? Till date, they have been able to produce only 114 diesel locomotives although the target was 150 locomotives. In 1997-98, they could have given more money for the production of locomotives at the Diesel Locomotive Works at Varanasi. They have given only Rs. 4 crore for more production of diesel locomotives which is not at all adequate. If they want fuel efficiency, if they want better running of trains, they should go in for more production. They should go into uni-gauge conversion. They had a target of 8100 kilometres in the Eighth Plan and with much difficulty, they could hardly come up to 6000 kilometres. They have not gone up to that figure but they may go up to 6000 kilometres by the end of the Eighth Plan, as a result of which fuel efficiency has not increased. The operating cost has been going up in some Railways like the Eastern Railway and the Southern Railway, the operating cost is about Rs. 160 and Rs. 170 per Rs. 100 of earning.

This is very bad. It shows that something is wrong with the managerial efficiency of those people who are

managing those Railways. The operating ratio of the South-Eastern Railway is only 69 per cent and that is quite good. But the hon. Railway Minister has not taken into account the request to give more lines to the South-Eastern Railway where the operating ratio is very good. He has saturated the railway lines in Chakardharpur area and is thinking of a third line. Why does he not think of having more new lines from Talcher to Birlagarh? He can transport ore in those areas. Why does he not think of Daitari-Baspani line and extend it up to Kiripurn? This will help in transporting ore and other things. We will be setting up mega power plants in another two years' time. Why does not think of that? When the line is saturated, why does he go in for a third line in the same area? Why does he not think of new areas, new lines and new mining areas which will help in the economic development of this country? He may kindly look into these things. When the operating efficiency of a particular zone is very good, he may kindly give more lines and facilities.

Towards passenger amenities, he has given only Rs. 106 crore for SER whereas in the Northern Railway, in the Eastern Railway and in the Southern Railway, for amenities are more than Rs. 160 crore is each. I think this is disparity. It is a lopsided matter which needs adequate attention of the hon. Minister. I do not want to go into the details of those things... (*Interruptions*) Madam, kindly give me a few more minutes. Kindly be condescending to me.

Recently, we have, under the leadership of Shri Sharad Pawar, met the Minister of Railways who had promised us many things. I would not like to go into all those things or repeat them. I would only request that it should not be a cancelled like a promissory note. There is reason for saying that it should not be a cancelled promissory note.

Last year, the Railway Budget had provided many item. But during the Revised Estimates, a lot of things were cut off like the Khurda-Bolangir railway line. They had provided Rs. 2 crore but Rs. 130 lakh have been taken off during the Revised Estimates stage. That was not proper. If he is thinking of the backward area, Bolangir is a backward area. If he is thinking of the North-East region, I would request that Bolangir should also be thought up of and there should not be any reduction during the Revised Estimates period. That is why, I say that it should not be a cancelled promissory note. Give me some more time because I would like to speak on the GRP and the RPF.

SHRI RAM VILAS PASWAN : An amount of Rs. 2 crore was allotted. Why was that money not spent?

SHRI ANADI CHARAN SAHU : I know that. I am not debating that point.

SHRI RAM VILAS PASWAN : We should know the problem. Suppose it happens again. Unless the land is provided, how will money be spent?

SHRI ANADI CHARAN SAHU : The land can be acquired if sufficient funds are given. It is a mere pittance. If you give a drop of water, can we quench our thirst?...(*Interruptions*)

SHRI RAM VILAS PASWAN : I will give you more money, but you should assure me that you will give me the land.

MR. CHAIRMAN : Why do you both not sit together and sort out this problem?

SHRI ANADI CHARAN SAHU : We do assure you that land will be given and all that is required.

Now, so far as RPF and GRP are concerned, kindly give me five minutes. I am a policeman. So, I would like to mention as to what can be done.

MR. CHAIRMAN : Please conclude in two minutes because you have already spoken for 20 minutes.

SHRI ANADI CHARAN SAHU : I will be very brief because that is a very vital matter. We should think about it in the historical perspective as to why it has become Government Railway Police. It has become Government Railway Police because the Railways were a private company earlier and the Government had to administer some sort of justice to regulate so many things. After it Railways were taken over by the Government, the same name remains.

We got the RPF. When the RPF was created, the best lot of policemen were not taken into the Force. I am sorry to say it. It is a fact that the GRP is managed by inefficient staff. I am sorry to say this also. I also know that this is the thing of RPF. I would request you to kindly go through the '*Memoirs of a Bengal Civil Servant*' written by a famous civil servant, Sir John Beans in 1902. He had indicated in that book that dacoities were committed sometimes with the passive consent of the officers in charge of the police station or may be with their active consent. Both the GRP and the RPF are guilty of such actions even now. What the RPF does is that it seizes property. It does not arrest the person concerned. The GRP arrests the person concerned but never seizes the property and they take the share. Hon. Minister, Sir, kindly lend me your ears.

MR. CHAIRMAN : You please pay attention. He is making a very good point.

(*Interruptions*)

SHRI RAM VILAS PASWAN : I am looking into the map.

SHRI ANADI CHARAN SAHU : I will not dilate much on those things. Kindly have a look at article 249 of the Constitution wherein there is an indication that the Parliament can pass a resolution for taking over certain actions of the States concerned. In that context, I would request the Hon'ble Minister to go through the Seventh Schedule, entry 2A of Union List and entry 2 of State List. Because of the time constraint, I cannot go into the

details. He may kindly go through it. Some Resolution can be passed by the Council of States, that is, the Rajya Sabha, and the policing of the Railways in Uttar Pradesh and Bihar could be taken over immediately for a year. Let us enforce it as an experiment.

MR. CHAIRMAN : I think, that would be a very good idea.

SHRI ANADI CHARAN SAHU : If it becomes good, we can go into a permanent solution of the matter. I am only giving a solution to the matter. Just think of it. Kindly ruminant as to whether it can be done or not.

So far as my constituency is concerned, I will tell you in only one or two words. We have had a lot of promises from the hon. Minister.

[*Translation*]

That promisory note may become invalid.

[*English*]

Kindly think of it. I only request you to think of giving a Temple Train from Puri to Amritsar. It was running for four months. But somehow or the other, it did not get the favour of the Ministry of Railways now. Kindly think over this matter. I would not say about other matters. I would only request for a Temple Train. That should run from Puri to Amritsar.

SHRI RAM VILAS PASWAN : These are very good points.

[*Translation*]

SHRI SHIVRAJ SINGH : Jena ji is encouraging the Members of Orissa and he was showing the map to hon'ble Railway Minister very seriously. He should also consider about Madhya Pradesh and therefore I request that he should give same treatment to all.

[*English*]

SHRI RAM VILAS PASWAN : Just now he has talked to you also for ten minutes.

MR. CHAIRMAN : Perhaps the Minister of Parliamentary Affairs wants to make some announcement.

THE MINISTER OF PARLIAMENTARY AFFAIRS AND MINISTER OF TOURISM (SHRI SRIKANTA JENA): Madam, as you know, the House will sit late today. Arrangements have been made to serve dinner to the hon. members and friends from the Press in Room No. 70 from 8.30 p.m. onwards. The dinner will also be served to officers and staff of the Lok Sabha Secretariat. I will certainly mention about the Ministry also. They are also cordially invited to have the dinner.

SHRI P.C. THOMAS : Perhaps arrangements will have to be made for breakfast also.

MR. CHAIRMAN : We shall see to that.

[Translation]

SHRI VIRENDRA KUMAR SINGH : Jena Sahab, you have not invited Press persons.

MR. CHAIRMAN : All have been invited.

SHRI VIRENDRA KUMAR SINGH : Mr. Chairman, Sir, I rise to support the railway budget. I express my gratitude towards hon'ble Minister of Railways, Shri Ram Vilas Paswan that he has made provision to regularise the casual labourers, to give benefit to be porters and to provide equal Medical facilities to the retired employees. He has not increased the fare for 95-96 percent people who travel in second class and at the same time he has thought about the backward areas from Jammu-Kashmir to the other parts of the country. Due to the paucity of time, I would like to draw your attention towards a few problems. First, there is no foot path on the railway bridges constructed over the canals or big rivers in our and other areas. In our area Punpun river, Patna Canal and Adari river do not have footpath due to which hundreds of people die every year. There is a railway bridge and when they cross it in between train comes with high speed at that stage they are not able to cross it and are crushed in the middle of the bridge. It is a serious problem. The construction of footpath does not involve huge amount. When people see that the train is not coming from any side they cross the bridge and are run over. Please pay attention towards it.

Secondly, I would like to draw your attention towards another serious problem of my area. If the broad gauge line from Badkavana is extended upto Bihata from Sonnagar, it would reduce the distance of hundred kilometres. If we want to go Patna, first we have to go to Gaya which is hundred kilometre away and from Gaya we go to Patna. If this line is extended it would reduce this distance and it would also be beneficial for the people of surrounding areas. A line from Sone Nagar to Bihata should be constructed certainly. I would like to make one more submission that while responding to a point raised by an hon'ble Member, the Hon'ble Minister had said that in case land was made available for doubling the line from Gaya to Patna, funds would be provided immediately. But I would like to submit that no passenger train has been introduced from Son Nagar to Burbadih although double line is there. Only one passenger train and Palamu express run on this. Since railway gets income from freight on this line, it has been doubled but railway does not get any income from Patna to Gaya as people have means of transport from these places. Therefore, the availability of land and other difficulties are coming in the way. We want to establish link between North Bihar and South Bihar. Today demands are being made to form Jharkhand State, Vananchal State in North Bihar and if railway line from Gaya to Patna is doubled. North Bihar and South Bihar would be inter linked and there would be no such demand. Hence, the announcement of doubling of

railway line from Gaya to Patna should be made is during the current financial year because it is an important railway line.

Now, I would like to draw the attention of the House and the Government towards a few problems of my area. In our area the distance between Navinagar road and Navadih is very much. As a result of which first of all the people living in the surrounding areas have to go Navinagar and thereafter they go to Navinagar road station thus they have to cover 20 kilometre distance unnecessarily. Means of transport or roads etc. are not available in this area. Therefore, we demand for a halt station at Kawla-Dhohadih.

Likewise, the distance between Anugrahnarayan road and Fesar is very much keeping in view this fact in mind a halt station should be provided at Kurhama. Recently, when I went to Kurhama I saw there was no means of transport in that area hence a halt station should be providing immediately. Anugrahnarayan road is the main station of our district. I think if Anugrahnarayan road station is shifted to about one kilometre in the east near the Patna Daltanganj State highway, our district headquarters can be connected with railway service. If you can not connect our district headquarters with railway, at least expand the Anugrahnarayan road station towards the east near the Patna Daltanganj road. I think in that case this station would be beneficial for the entire district and trains would be available there round the clock and all means of transport would be available there. I would like to make one more submission that there is half rake point at Anugrahnarayan road in our area due to which the rakes of fertilizers are attached at Daltanganj and sometimes at Sasaram instead of this station. Hence, I request that full rake point be provided there with a view to resolve the difficulty being faced by the people of this area in regard to availability of fertilisers.

I would like to submit that no important mail or express train such as Purushottam express, Bombay Mail, Calcutta Mail, stops at any Station in our Aurangabad district while it has vast area. The area from Dehri to Gaya falls under Aurangabad but stoppage has not been provided for Mail/express trains at any place due to which sometimes we have to go to Delhi or sometimes to Gaya. I myself have to go to Sasaram to catch Purushottam express. Therefore, a stoppage should be provided at any suitable place for Delhi-Calcutta bound mail/express trains passing through this area. It can be ascertained through computer.

Railway does not function only on commercial basis in our country. From the side Pramod Mahajan ji was stating that railways has earned a profit of percent which shows that it would make more loss in the coming time. I would like to tell him that America does not has have the growth rate of even one percent but it is at the stage of consumption. There is a stage in America in

economics that is the stage of consumption and today they are at that stage, their growth rate is very low. It is not even one percent but are they not making progress. Hence, we should not consider railways from the view point of profit of 9 percent or 10 percent.

18.00 hrs.

Madam Chairperson, our country is a very vast country. It should be viewed with reference to the facilities provided to the people of such a big country. Therefore, I demand that superfast trains should not be stopped only at big stations just for the sake of profit but a stoppage should also be provided at Anugrahnarayan and Rafiganj. Trains such as Mumbai Mail, Purushottam express, Kalka Mail should be stopped there.

MR. CHAIRMAN : Now, you please conclude you have spoken for 10 minutes.

SHRI VIRENDRA KUMAR SINGH : Madam Chairperson, I am concluding. Now I want to raise another point. Give us time keeping in view my State and Janata Dal so that we can express our all problems.

I would like that a line should be constructed from Rafiganj to Gadwa via Aurangabad so that our district headquarters may be connected by rail. I sought information about Dehri Passenger train starting from Gaya through a question and the hon. Minister, in his reply, said that it remains stationed at Dehri for ten hours. There is no train for Gadwa and Palamu. Therefore, this passenger train should be extended from Dehri to Palamu. It would be very advantageous to the local people. Palamu is a backward area. Think about the welfare of the poor people of that area. My district as well as Palamu are terrorist affected districts.

Madam Chairman, one more thing I would like to say that there is a passenger train No. 127 up and 128 DN in that area but only 4-5 coaches are attached with it. It always remain over crowded. I have seen that people generally hanging with the doors and as a result of which accidents takes place. The hanging passengers fall down and die. Therefore, I would request that atleast 10 coaches should be attached with this train. Earlier this train was upto Varanasi but now it is terminated at Mughal Sarai. My submission is that it should be extended upto Varanasi.

MR. CHAIRMAN : Please conclude within a minute.

SHRI VIRENDRA KUMAR SINGH : Madam, now I am going to conclude. The Broad Gauge line to Sone passes through G.T. Road. This G.T. Road was constructed by Sher Shaha Suri. I had also raised this issue in special mention but it could not be replied to so far. I had stated at that time and also repeating the same thing today that the traffic jam is frequent on this road. An overbridge should be constructed there. Keeping in view the importance of the G.T. Road. After leaving the train at Dehri, it takes sometimes 24 hours to reach Aurangabad due to traffic jam on route.

Therefore, I request that an overbridge should be constructed there.

Madam, there are many problems but I, through you, would like to draw the attention of the hon. Minister to a main problem. The hon. Minister is well wisher of the press people. Since, I am raising the problem of press people, please let me raise it.

MR. CHAIRMAN : No, please conclude. You have already taken in minutes.

SHRI VIRENDRA KUMAR SINGH : Madam, the Press is called the fourth estate : Just like railway second class, 99 per cent people in the press are second class people. I would request you to make arrangements for press people to travel in second class on free coupons. They are your well wishers and write in your favour. They should be provided railway coupons and permitted to stay in dormitories. They do not get time to buy tickets from the stations. So please provide them coupons...(Interruptions)

MR. CHAIRMAN : Please conclude with in a minute.

SHRI VIRENDRA KUMAR SINGH : Please make arrangements of rail tickets for them...(Interruptions)

Thank you for providing me time to speak.

SHRI KALPNATH RAI (Ghosi) : Madam Chairman, I listened to the speeches made by other hon. Member on Railway Budget in the House. Two types of discussions are taking place. It seems from speeches of all the hon. Members that they are very eager for development. So much so that all the members had proposed schemes for development. If they are to be implemented, it would require Rs. 60,000 to Rs. 90,000 crores. Besides other facilities, there is a large demands of information of new trains from Kanyakumari to Kerala.

I would like to submit that all these demands are genuine but I would also like to request my colleagues to consider their demands seriously. The Britishers had constructed 52 thousand kms. Long rail line in the country. Our Government could construct only 10,000 km. Long rail line during the last 50 years of independence. For this purpose, we must have a transport policy. I would like to raise only those points only which have not been untouched so far. What is the transport policy of the Government of India? 100 crore people of India are related to the rail-transport, road-transport, air-transport, and shipping transport. What would be the freight rate in these transports? On what basis the tax would be fixed? If I go to Varanasi by aeroplane in economic class, I will how to pay Rs. 2500 as fare. What is the fare of roadways? What is rail fare? If we do not accept the ground realities and work only for cheap popularity, it would not serve any purpose. I have been a Member of Parliament for the last 23 years. I would like to thank Shri Lalit Narayan Mishra because the Ministry of Railway received the highest Budgetary support during his tenure. The railway received second highest Budgetary support during the

[Shri Kalpnath Rai]

tenure of Shri Madhu Dandawate - the present Vice Chairman of Planning Commission Shri Ram Vilas Paswan is seen as a protector of the down trodden, exploited and poor people. Please to the Vice Chairman of Planning Commission and tell him that Members of Parliament are pressing hard for increasing Budgetary Support to the railways because this can be done by the Planning Commission only.

SHRI RAM VILAS PASWAN : We had gone.

SHRI KALPNATH RAI : Our Prime Minister has made announcements regarding the issued relating from Guwahati to Kashmir. Through this House, I want to make a request that atleast if you implement all the announcements made by Hon'ble Prime Minister then I will thank you. When the Prime Minister makes an announcement, it conveys something, it means something. I was requesting you on that day too, not to take in the capacity of Railway Minister. Fortunately, you are the Leader of the house, So, you please speak here as a leader of the country.

18.10 hrs.

[COL. RAO RAM SINGH *in the Chair*]

Today, the most important Question is as to how the development will take place. There is a heavy demand in this regard from our MPs. How resource mobilisation would be undertaken for this? I would like to urge our MPs to show resource mobilisation methods to our hon'ble Minister so that 60 to 100 thousand crore rupees, which is required for these schemes could be made available. Then, how resource mobilisation would be done is also a major question. Any Government may come or go but if development has to be taken place then it will be possible only through resource mobilisation.

I have seen that whenever elections are held for this Parliament, 75 percent MPs loose their seats. We may take the figures of 1989, 1991 or 1996, General Election won election in 1991 have lost during 1996. If Parliament elections are held again, the result will be the same. These, who are MPs today, 75 percent among them will not win. The reason for this is that there is a tremendous pressure of the public on the MPs for development of their area. When the MPs would not under take any development work, the people will not vote for them even though they may boast that despite their untiring efforts, they could not fulfill the demands of the people.

Today, two things are happening in the country. The policies which we, say MPs or Cabinet members, are formulating for cheap popularity and appeasement, it is leading the country towards a disaster. Today, I have read in the Editorial of the 'Times of India' that demonstrations are being held and people are resorting

to blocking roads demanding Electricity. Why the whole country is facing power crisis? We have taken a decision to generate 38 thousand Megawatt power during the Eighth Five Year Plan but we could generate only 17 thousand Megawatt power. Then, what will be the growth rate of the entire country, how the country will progress? In years to come we will generate electricity at the rate of Rs. 2/- per unit and we want to supply it at 20 paise per unit, then how it is possible? Today, people also say that they should get the electricity even if the rate is doubled. You have fixed the rate of electricity at 20 paise per unit and people are being deprived of electricity for months, such double standards could not be allowed. We must tell the people that the electricity is being generated at the cost of rate Rs. 2 per unit and we will guarantee the supply of electricity if they pay atleast Rs. 2 per unit. The same thing is happening in Railways. If the country has to progress through the railways and if the Railway users and commuters do not pay reasonable fare and tax then how the railways will develop?

You have been the leader of opposition, you have never allowed the House to run but after becoming Minister you are puzzled at the things going on. Earlier you used to present the house from running properly, now the MPs will tell you what the fact is.

At the outset, I congratulate you on behalf of the people of the country for regularising 50-60 thousand poor casual labourers. You are a socialist. The outlook which you have towards the poor and have nets show that you want to serve the poor people. Gandhiji has said that when a question arises before you as to whether to do the any particular work or not, then you should think first whether that work is going to help the poor and if so, that should be done. The regularisation of casual labourers by the Minister of Railways is similar to what happened during Namak Satyagarh Aandolan. The Minister has indeed touched the heart of the poor. Several poor labourers have met me while I was travelling between Gorakhpur and Banaras. They told me that they have been regularised and indeed they are blessed.

I can not express in words the happiness which was evident on their faces. You should not indulge in appeasement tactics. You should invite all the Members to discuss as to how we can mobilise resources. This is indeed a big problem. You may organise a conference of the Chief Minister of all the states to deliberate on this issue. It has come to my notice that the Chief Minister and Ministers of various states charge higher power tarrif from the railways. On the other hand, they charge lower tarrifs from the industrial units of their states. Therefore, you should call the Chief Ministers of all the states and on them to supply power to railway on uniform rate in the entire country as all the Members are pressing the railways hard to undertake developmental works. Besides, you should recover the

huge out standing dues from the States. You can not achieve the development of the whole country overnight.

Second thing I would like to mention relates to the incidents of loot and theft in railway. You should give powers to your General Manager to write the character roll of the personnel of G.R.P. and R.P.F. which will drastically reduce the incidents of theft and loot in the railways. Today is the situation that you say that you do not have the information, the Chief Minister also says that he does not have the information. After all who is responsible for checking such incidents. The problem can not be solved by making such statements. I, therefore, wants to say that the responsibility of law and order should be equally should by both the State Government and the Union Government. Therefore, you should empower the General Manager to write the character rolls.

I would like to say something about budgetary support also. Prof. Madhu Dandvate, Deputy Chairman of Planning Commission has also been Union Minister of Railways. He alongwith Shri George Fernandes and Shri Jafar Sharif left no stone unturned to complete the Konkan Railway Project. I congratulate them for this. You should ask Prof. Dandvate to provide the budgetary support in the proportion it was given earlier. 16 lakhs railway employees are serving 100 crores people of India. I would like to congratulate them. Today no other department is serving the common people as Railways. Therefore, if we do not appreciate and congratulate the staff and officers of Railways and indulge in appeasement tactics then they would not feel motivated to work with zeal. The credit for the good work done in the railway, after you become its Minister, can not and should not go to you done. You are not operating the trains. It is the drivers who are doing this job, 16 lakh employees of the Railway who are putting up their best in the service of the people of the country deserves our compliments and appreciation. I congratulate you also with a word of advise that you should behave as a national leader and should not adopt the policy appeasement.

MR. CHAIRMAN : You should conclude on this happy note.

SHRI KALPNATH RAI : I am just concluding. You should call the meeting of the Membrs of all the States. You should invite them on the dinner and discuss as to how resources could be mobilised, as to how the incidents of thefts could be checked and as to how the funds could be raised through Railways. Just now an hon. Member from Gujarat was saying that at least 100 crores of rupees would be spent on the construction of rail line there but where this money would come from? You are a wise and matured leader and you have also been a very active Member of the Opposition. You did not allow the Government to function for several years. You have got an opportunity now. You are a very dasting

Minister. I on behalf of all the Members and on my behalf earnestly request you that cheep popularity would not lead you to a promissing future. Developmental works should be undertaken in the country and resources should be mobilised for this purpose then only we can carry out developmental works in our country.

I would like to mention one thing more less that if your guests go to railway station then the risk of becoming the victim of pick pocketers is very high these days. Thousands of people have encroached upon the railway land at New Delhi Railway Station. As much as 2000 hectares of railway land has been encroachment upon and you have not removed there encroachments. No new trains are being introduced from New Delhi railway station because there is no land available for construction of new platforms. Some of your people will come to you and say that some poor people have made their huts there. Then would you allow them to have huts on Railway land? Then some day they may construct their jhuggies in Parliament also. After all these has to be some rate, principle or system in the country. Therefore, I would like to request you to accord providing to rule of law, budgetary support and resources mobilisation and concentrate on developmental works. With these words I support the Railway budget.

*SHRIMATI RAJANI PATIL (Beed) : Mr. Chairman Sir, I would like to express my views in Marathi. This is the second Budget presented by Hon. Minister. When the last Railway Budget was presented, as Hon. Member bitterly criticised the Budget. I had pointed out to the Hon. Member that Ahmednagar-Beed-Parali railway line is not just a railway line but it is a fate line for the people of Marathwada. The condition of our district is such that if a child asked to describes a train, it won't be able to describe it. The child will have to be shown a picture of a train from some work. After 50 years of independence when we are moving in to a computer age and 21st century, it is the misfortune of Beed district that it is the most backward district of Marathwada, where there are no railway lines and for seeing a train you have to refer to a book. I have to say with regret that this is the condition of this district even after 50 years of independence.

Beed district belongs to erstwhile Nizam State. Some railway project was taken up during the Nizam rule. But as there was some dispute between Nizam railway and British railway, the railway line work could not make much progress. This district could not get any justice even during that time.

My district is known for certain things. I asked an Hon. Member who sits beside me as to what his district was famous for. He told me that nearly 4 lakh birds migrated to his district Bharatpur from Australia and other countries. Many people in the country visit

* Translation of the Speech originally delivered in Marathi.

[Smt. Rajani Patil]

Bharatpur to see the migratory birds. But I had to tell him about my district that unlike birds in his district, nearly 4 lakh people migrated from my district to other places in search of earning livelihood. People from my district go to western Maharashtra, Karnataka, Goa to get some jobs and they work in Sugar factories as workers to cut Sugarcane. This is the misfortune of my district. That is why sanctioning of Beed-Parali railway line is very important for the development of this area. Since I became Member of Parliament, I have been taking lead in pursuing this question for past 9 months.

I would like to point out that freedom fighters of our area had started an agitation during the freedom struggle. During the last budget discussion I had mentioned that freedom fighters of my area might be forced to start another agitation. Hon. Minister had given a patient hearing to what I had to say. Recently a delegation of freedom fighters of my area had come to Delhi. I had taken the delegation with me and we had met Hon. Prime Minister Deve Gowdaji and Hon. Minister Paswanji and all concerned officers. But the efforts had not led to any concrete result. I had requested Hon. Prime Minister that if the criterion of economic feasibility was applied our area will not have a railway line for another 100 years. But if you consider on humanitarian ground that this is a backward area where railway line is a must for its development. If you adopt this approach. Only then it will be possible provide railway lines in this area.

I am happy to mention here that in the recent meeting of Cabinet Committee on economic affairs which was held on 21st. Ahmednagar-Beed-Parali railway line has been sanctioned. I congratulate the Government for taking this step. Even though I being to Opposition. I take this opportunity to congratulate the Government. This was a question which was hanging fire for past 30 years. Many agitations had taken place in our area for highlighting this issue. But this problem could not be solved. But this Government solved this long standing problem in the meeting held on 21st and took a decision to solve the problem. That is why I would like to specially congratulate the Government.

Hon. Minister Paswanji has already visited our district. He saw for himself the problems of our area and how backward our district is. That is why while congratulating. I would like to point out one thing. The budget for Ahmednagar, Beed-Parali railway line is of 353 crores of rupees. But the actual provision made for this railway line is only 1 crore of rupees. If the provision is so low, then I am afraid this railway line, for which we have been waiting several years for its sanction, will take 350 years for its completion. Only 4th or 5th generation after us would be in a position to actually see this railway line.

Therefore, while congratulating for sanctioning this railway line, I would like to request you to make significant budgetary provision and see that this railway line is completed in a time-bound manner.

Konkan Railway Project which was a dream for people of Konkan is almost sanctioned. As Shri Rambhau Naik, our party leader said people of Mumbai were also prepared to purchase bonds for completion of railway projects. But I represent Such a district where people are poor and half fed. If bonds are to be issued in my district. People of my area are so poor that they won't be in a position to purchase bonds. So, for completing railway project is my district. The Government will have to come forward and raise funds necessary for the purpose. Only then this railway project will be completed.

I want to make one or two points. In Nanded there is a Gurudwara. Large number of people from Punjab come to Nanded to pay obeisance in Gurudwara. They come by Sachkan Express. This train does not have a pantry car. That is why people coming from Punjab face lot of problem in getting satisfactory catering services. So I request that this Express train should have a pantry car.

My final request is about Tuljapur which is an important Pilgrim centre in Marathwada. Chatrapati Shivaji's deity Tulja Bhavani's temple is there in Tuljapur. Thousand of devotees from Maharashtra, Andhra Pradesh, Karnataka come to Tuljapur for having 'darshan' of Tulja Bhavani. But at Tuljapur there is no facility of trains. The distance between Solapur and Tuljapur is only 15 kms. If Solapur and Tuljapur are connected by a railway line, it will enable lakhs of devotees to visit Tuljapur to pay obeisance to Tulja Bhavani, the deity of Maharashtra.

I request the Hon. Minister to ensure timely completion of projects under by Railways. I also request Hon. Minister to complete Beed-Parali railway line in a time-bound manner and allocate maximum funds for this sanctioned railway line so that the dream of our backward area will be realised and trains will start running in this backward region. I thank you, Sir, for giving me an opportunity to speak. I also thank the House for listening to my speech in Marathi.

[English]

SHRI PRADIP BHATTACHARYA (Serumpore) : Mr. Chairman, Sir, the hon. Minister of Railways has submitted the Railway Budget which is being discussed in this august House. Without going into subjective analysis of the situation, I confine myself to an objective analysis of this Budget. We will see that the hon. Minister has made so many promises to the people of the country. He wanted to satisfy the Members of Parliament those who met him several times and submitted different project reports for his consideration. The hon. Minister has said that he has a dearth of resources. He has given resource mobilisation as the most important point

and he has also said that without having a proper mobilisation, it may not be possible for the implementation of the railway projects. But you will be surprised to know as to how the resources can be mobilised; what are the steps which can be taken by the Ministry of Railways have not yet been properly defined in his Budget Speech.

Sir, one of the most important points of resource mobilisation is the wagon movement. Do you know how much money has been allotted this time and how much more goods will be carried by the wagons? The hon. Minister has said that the freight movement would be around 410 million tonnes in 1997-98. How can they expect that the Ministry of Railways will earn more resources with this type of wagon movement? While we have been talking about this thing, what is the condition of road transport in the country? If you analyse this thing then you will be surprised to know again that the road transportation has increased day by day but the rate of railway freight is gradually coming down. Foreign exchange outgo on diesel consumption per tonne kilometre by road transport is ten times more as compared to the rail transport. Can we think of it? Can this country afford it? How is it possible? We are crying about the Oil Pool Deficit which is Rs. 15,000 crore. Road transport means use of diesel and petrol. But the transportation through the railway wagons will not cost petrol and the diesel. So, why are they not utilising wagon movement in full length? What is the constraint before the Ministry? Can they explain it to us? Can the hon. Minister explain it to us? I would have been much happier if the hon. Minister had stayed in this House.

MR. CHAIRMAN : But his very capable number two is here!

SHRI PRADIP BHATTACHARYA : I am also glad that the Minister of State in the Ministry of Railways, Shri Satpal Maharaj is here.

The hon. Minister of State for Railways, Shri Satpal Maharaj, is here. I tell him that the Railways are not utilising their full potential to maximise their freight earnings. Their wagon procurement over the last five years has been less than the number of wagons condemned during the same period, that is, around 30,000. I do not know what the reply of the Minister of Railways in this regard is. How will the resources be mobilised? Will they be mobilised only by saying that mobilisation is necessary? I think day before yesterday, the hon. Minister was saying that he would like to know from the hon. Members how the Railways could earn much more money and how they could get much more resources. I am giving this positive suggestion to the Minister of Railways and I would be happy if he accepts it while giving his reply.

Sir, you will be surprised to know that earlier the budgetary support was 75 per cent but now it has come

down to only 16 per cent. The Minister has given so many projects to us. I do not know when will all these projects be completed.

In regard to my State of West Bengal, how much money has been allotted as budgetary support? In 1997-98, only Rs. 127 crore have been allotted. You may not be surprised to know that in the constituency of the hon. Minister of Railways, the money allotted is more than Rs. 60 crore. I am not going to blame the hon. Minister of Railways for allotting Rs. 60 crore for his own constituency. That is the natural course of action. When the Minister of Railways is in his constituency, people will be running after him. They will be chasing him and asking him what he has done for his constituency. So, naturally, the Minister of Railways has done justice to the people of his constituency. But what about us?

Out of Rs. 127 crore allotted for West Bengal, you will be surprised to know, Sir, that he has allotted Rs. 10 crore for Lakhipur-Balughat line; Rs. 9 crore for Digha-Tamluk line; Rs. 3 crore for Howrah-Amta line; Rs. 5 crore for Lakhikantpur-Namkhana line; Rs. 8 crore for Calcutta Circular Rail; Rs. 16.53 crore for electrification of Adhra-Midnapore line and Rs. 4 crore for doubling of Jhapatardhal-Ghuskara and Ghuskara-Bolpur lines. When I calculate all these things from the Budget, I find that it is around Rs. 127 crore only. It is really a problem for the West Bengal people. It is unfortunate that in the last few years, West Bengal got only six to seven kilometres of railway line. In 1980-81, we had about 4,202 kilometres of railway route and in 1994, it is 4,316 kilometres. I am not blaming the Minister for this. This time we expected that the railway track would be a little bit increased, but where is the hope in this year's Budget, I do not know.

I have some suggestions to make for the kind consideration of the Minister of Railways.

Sir, as you know it very well, Calcutta is overburdened, so is Howrah station. So many trains are coming to the Howrah station that it is not possible for the Howrah Station to have a control over them. So, I have a positive suggestion for the hon. Railway Minister that he may fix up two important stations; one is Bali and the other is Dankuni, which are very near to Howrah. The Minister has already allotted some amount of money for Dankuni. So, I would request him to kindly make an arrangement so that some of the mail trains can stop at Bali and Dankuni stations. By doing this, he can help the people not to go to Howrah and then take another train from there. They can get down at these stations and go to their respective destinations from there. The hon. Minister may kindly think over it.

Sir, I would like to put forth another suggestion which is the most important thing. Lakhs of people travel every day by the E.M.U. trains. The hon. Minister of State will be surprised to know the difficulties of the passengers. If he can kindly fix up a date and visit

[Shri Pradip Bhattacharya]

some of these electric trains he will see that there are no doors in those trains whether it is winter or summer or rainy season! Whatever may be the season, there are no doors and fans in these trains! In some of the trains there are not even chairs for the passengers to sit and the passengers stand and travel in these trains.

What is this? So many promises were made in this Budget, particularly about the passenger amenities. But what are the positive steps that are taken for serving the railway passengers, particularly those who are the daily passengers? Some steps are to be taken for them.

I will request the hon. Minister to kindly visit any of these trains and to take appropriate steps so that the daily passengers can get a little benefit of travelling in E.M.U. trains.

Lastly, I will request the hon. Minister to kindly have a look at the properties of the Railways which are lying idle. He should see as to how best they could be utilised. If they do not do anything, let them go on for cultivation of the land. They will earn money out of that. Why is it that the lands are vacant for years together? There should be a commission to look into this matter. I will request the hon. Minister to set up a commission to see as to how the railway lands can be utilised.

[Translation]

PROF. PREM SINGH CHANDUMAJRA (Patiala) : Mr. Chairman, Sir, discussion on Railway Budget has been taken place for the last few days. Railways, importance can be traced from the fact that a separate budget is presented for this. The importance of Railways has, of course increased, but it has failed to add to the confidence of our people. No development in railway traffic has taken place during the last Eight Five Year Plans because in 1951 three-fourth of goods and passenger transportation was undertaken by railways and one-fourth by road transport and today one-fourth is done by the railways and three-fourth by road. Benefit of monopoly has been used for establishment rather than for expansion. Expansion of a total of ten thousand kilometres of railway route has taken place during the last 50 years. Expansion of railways in general is discussed here and the Members point to lack of expansion in their respective constituencies but the Minister of Railways expresses his inability due to paucity of funds. In a way, he seems to be right. Wherefrom will the money come? The Railway Budget lacks a new direction. Whenever there is necessity of funds sometimes the fare is increased and sometimes the freight is increased. The hon. Minister has said that the fare for poor people has not been increased but will the 12 per cent increase in freight not affect the consumer goods? Will it not affect the poor? How can resources be mobilized. This fact has not been taken seriously either by the Railway Minister or the Department of Railways. I think that the unproductive expenses should

be curtailed and the savings effected in establishment expenditure should be utilized in production.

Thousands of acres of railway land is lying idle. Kalpnath Rai was right when he said that if the property at Delhi, Mumbai and other railway stations, where cost of land was rupees 50,000 per metre was utilized properly two Five Year Plans - could be funded with the railway property. No one is ready to utilize it properly. One day Barnalaji was saying that he was standing at the railway station where his friend could not get ticket. Even after trying his best he could not get a ticket and he had to pay rupees 1000 for a ticket of rupees 500. There is black marketing of tickets at every station. Here 'Tatkal' L.P.G., electricity and telephone connections is available on demand. If similar arrangement is made for railway ticket, money at present being collected under hand will go to the railway if we function like this, proper expansion of railways can be done.

Mr. Chairman, Sir, the efficiency of railways should be increased. I have gone through a survey report. There are a number of uneconomical routes and these routes continue to be uneconomical for the last many years. They should be made economical. There are a number of goods trains such carry goods on up journey but return empty during down journey. A system should be developed whereby up and down goods train should not run empty. At times we find only the engine running on railway lines thereby affecting the movement of trains. No seminar has been organized by the Minister on mobilizing new resources people's views have not been sought. If any such programme is prepared, by the Minister and meaningful suggestions are sought it would go a long way in giving a right direction to the Ministry of Railways through mobilization of resources.

I want to highlight some problems of my State. Last year also I had mentioned about this but nothing has happened in this regard. I appreciate the Minister of Railways that he has made announcement in regard to making one lakh labourers permanent thereby saving them from exploitation by the contractors. A railway line of about 20 Kilometres length is going to be completed in Punjab after 50 years. No additional railway line has been laid till today in our State. Punjab is a border state. There is movement of military and army goods also. There is also N.F.L. in Nangal. Bhakhra Dam is also there. Movement of material for Thein Dam is also there. Food grains are supplied in the entire country by Punjab and due to load on railway traffic roads are affected. There is dire necessity of over-bridges particularly at Rajpura, Kurali Sarhind, Patiala and Morinda where traffic remains jam for hours. It is a great injustice to the people of that State who need to provide food to the people of entire country. Therefore, whenever therein discussion for over-bridges they used to say that half of the expenses should be born by the State. Punjab state has faught for the entire country. The expenditure incurred on this account is also being debited to their account. We said that there is a loan of

8000 crores of rupees towards us. Former Prime Minister had announced that it will be waited off but they are not ready to do so. From where the state will arrange money for over-bridges? In such circumstances arrangements may be made for over-bridges in Rajpura, Kurali, Sarhind and Morinda.

There are some underbridges like Lehra, Sunam which can be constructed by spending small amounts. Half of the city is on one side and the other half is on the other side. So there should be arrangements for under-bridges. I would like to mention that some double tracks have been provided in the country but not even a kilometre of double track has been provided in Punjab Malva belt starts from Rajpura and extends upto Bhatinda, there should be double track on this route. A number of trains run between Amritsar and Delhi, there should be arrangements for connecting these trains with D.M.U. Shittle or Interlink railway which may start from Bhatinda to Ambala cantt and Sarhind to Ambala cantt in order to connect them with Patiala and Malva belt which is half of Punjab. I am thankful to Minister of Railways that last year he had made a proposal in the Budget for linking Rajpura with Chandigarh the capital of the State but no funds have been provided in the plan even after one year, no line has been started till now. Only a mention has been made in the budget. A good news in this year's budget is that a programme for connecting Ludhiana with Chandigarh has been chalked out but it should be ensured that it may not meet the same fate.

I am also of the view that surveys are being conducted since 1934. One survey has been conducted with regard to Patiala-Narvana-via Samana railway line. This year also Minister has talked about the survey from Patiala to Jakhal via samana and Patiala to Narvana via Samana. Surveys are completed but work is not being done. I am of the view that surveys should also be conducted after discussions with the representatives of the people. Today Ludhiana-Chandigarh interlink and Rajpura-Chandigarh interlink are being constructed. But there is a point from where Ludhiana and Patiala can be connected with Chandigarh. There is a Saraibanjara station. I have talked to the officials of the Railway Board that a single line is sufficient here and with regard to the survey which has been conducted from Ludhiana to Chandigarh, they have told that they could not get the land there as the same is not being acquired, houses can not be shifted to some other place and in such a situation what can they do? About this I have to say that if survey is conducted in a proper way, there will be no difficulty. Mr. Chairman, Sir, I will take one minute more. I have already stressed on the importance of Rajpura station. It interlinks half of the Punjab as it is a gateway of Punjab, there is no stoppage of Shan-e-Punjab there which runs from New Delhi to Amritsar. Stoppage of this train must be provided there. Shatabdi Express from New Delhi to Amritsar also does not stop there.

Therefore arrangements should be made for the stoppage of this train there. One more Shatabdi Express from Amritsar should be introduced because the people of Punjab are in a great need of the same.

Likewise, Kalka Shatabdi passes through Chandigarh. We want that are more Shatabdi should be introduced there so that burden on the road could be reduced. I would like to say something about some other facilities like reservation. This facility is not available at Rajapura and Patiala. It should be provided there.

Station master of Chandigarh has no telephone facility. I had asked about it two times. If a telephone cannot be placed at the disposal of station master what also can be done. One telephone is there at enquiry but no telephone is there in station master's cabin. The bills of 'No smoking' can be seen stuck on every train and station but many people smoking in trains and at Stations; this should be stopped. There should be good arrangement of cleanliness.

When the hon. Minister of Railways visited Amritsar, he announced the introduction of a Golden Temple Express. Last year, in the reply of Rail-Budget too, he had promised that Golden Temple Express would be introduced but that train could not be introduced. This train should be introduced. I would like to thank the hon. Minister of Railways for introducing two other trains.

I would like to say one more thing. Barauni Express carries workers from Bihar for Punjab and Haryana and many workers want to detain at Rajpura.

MR. CHAIRMAN : Chandumajra ji, please conclude.

PROF. PREM SINGH CHANDUMAJRA : He had made commitment last year that Baruni Express would stop at Rajpura but that train does not stop there. Therefore, I would like to request that all the facilities announced in the Budget to the State, should be implemented. The Railways should be implemented. The Railways should find out new ways of mobilising resources and Railways should be given a new direction. I, through you, would like to submit that the Railways should not depend on only Budgetary support but mobilise its own resources.

*SHRI L. RAMANA (Karimnagar) : Mr. Chairman, Sir, I support the Railway Budget for the year 1997-98 presented by the Hon. Minister for Railways Shri Ram Vilas Paswan. Railways are essential for the development of the country. They unite and integrate the entire nation. They are the life line of this nation. Hence we should strive hard to stretch the railways to every nook and corner of the country especially the backward and tribal areas. Railways came into existence in the country on April 16, 1853. On this day, the first train, hauled by a steam engine, travelled between Bombay and Thane, a stretch of 34 kms. Now the Railway

* Translation of the Speech originally delivered in Telugu.

[Shri L. Ramana]

network has expanded enormously covering 7100 stations using nearly 11,000 trains. It is the largest public sector undertaking in the country today. To present a budget for such a gigantic undertaking is by no means a simple task. Though there were economic constraints, the Hon. Railway Minister has done well to present a budget without any hike in the Second Class Passenger fares. And what is more, he has exempted 15 essential items from hike on freight rates. The common man in the country heaved a sigh of relief after presentation of the budget. It is indeed a rare thing to happen. My hearty congratulations to Hon. Railway Minister for this unprecedented achievement.

Sir, backward regions in the country deserve a special status in getting new railway line. Hon. Railway Minister took special interest in extending the new lines to the backward areas. As a result of his efforts, the North-Eastern Region, hitherto unknown in the Railway map, will soon be covered by the railway network. He will go down in the history of Railways for his efforts, achievements and progressive thinking to take the railways to the most backward and hitherto neglected regions of the country.

Sir, the Telangana region is the most backward and neglected area not only in the State of Andhra Pradesh but also in the entire country. I represent Karimnagar which is in Telangana. The people in Karimnagar had been anxiously waiting for the past 50 years for a new railway line. They do not have any railway connection either to the adjoining Maharashtra region or to other parts within their own State. Unfortunately, their long waiting, their patience which is unheard of earlier, did not bear any fruit so far. Ours is an area which has suffered continued negligence all these 50 long years even after independence. Their hope remained as a mere hope. Nearly four years ago a new 175 km railway line between Peddapalli and Nizamabad via Karimnagar was sanctioned. It was estimated to cost Rs. 190 crores. Survey for this line was completed long ago. Rs. 12 crores were already spent on this new line. But unfortunately, only a meagre amount of Rs. 5 crores are allocated for this year for this line. Thus only Rs. 17 crores have been allocated so far. It is needless to say that people in my Constituency are thoroughly disappointed at this meagre and negligible allocation. Sir, many important industries and installations like NTPC, Kesaram Cement Factory, Ramagundam Urea Factory and Sri Ram Sagar Project are located in this area. Nearly 3.5 lakh acres of land is being irrigated under Sri Ram Sagar project. Farmers are not getting remunerative prices for their produce as they cannot send their to other regions as there is no railway link. Hence farmers are facing innumerable difficulties. Even the transportation of industrial goods is becoming increasingly difficult. Hence, keeping the needs of the people in this region in view, I earnestly appeal to the Hon. Minister to allocate another Rs. 10 crores in the

Supplementary Budget for the year. I hope and trust, he would concede.

There was a proposal for a new line from Macherla to Raichur via Gadwal. But unfortunately the survey has now been restricted to Raichur-Gadwal only. I appeal to the Hon. Minister to conduct the surveys from Macherla to Gadwal.

Sir, it is a well known fact that the Railways are the largest carriers of passenger traffic in the country. But amenities available to the passengers who travel by trains are abysmally low. Trains do not have proper toilet facilities. There is no cleanliness in the trains. Hygienic conditions are totally absent. There are no drinking water facilities either in the stations or in the trains. Passengers face many hardships in the absence of these facilities when they travel by trains. Train journey is becoming miserable day by day. I hope, under your efficient stewardship, these basic facilities will be provided in the railways and conditions would soon improve.

Hon. Minister knows the pulse of the people. I am confident he would respond positively and take effective steps to improve conditions in the railways.

Sir, for the past 15 days, we have been witnessing many train robberies. Dacoity and looting in the running trains have become the order of the day. People now are mortally afraid to travel in the trains. I appeal to the Hon. Minister to convene a meeting of the Chief Ministers to discuss the law and order problem, the safety and security of the passengers in the trains throughout the country. Every possible effective step should be taken by the Railways to put an end to this problem once and for all. Hope, the Hon. Minister would consider this suggestion seriously.

Sir, Vijayawada is an important industrial, agricultural and commercial centre in Andhra Pradesh. Almost all the important trains in the South pass through this junction. An assurance was given earlier that a new building would be constructed at this place for providing more facilities to the people. A promise remained as a promise and no step was taken so far for constructing the new building for Railways at Vijayawada. No allocation for the purpose has been made in this budget too. I hope and trust that, to meet the aspirations of the local people, the Hon. Minister would take steps to construct a new building at Vijayawada.

Thanking you, Sir, for providing me this opportunity to speak. I conclude.

19.00 hrs.

[English]

MR. CHAIRMAN : May I request the hon. Members to restrict their speeches to ten minutes? I suggest that anything extra that they want to say, they can send it to the Minister of Railways in writing. The Ministry will take

due cognisance of whatever representations the hon. Members send to the Railway Minister.

(Interruptions)

SHRI SHIVANAND H. KOUJALGI (Belgaum) : Sir, only yesterday it was decided that each Member should speak for seven minutes so that every Member will get a chance to speak. Otherwise, we will not get the opportunity.

MR. CHAIRMAN : Well, I will be very happy if you take seven minutes. Does the House agree that every Member should speak for seven minutes only?

(Interruptions)

[Translation]

SHRI BRAHAMANAND MANDAL (Monghyr) : Mr. Chairman, Sir, I would like to request that it should not be less than 10 minutes.

MR. CHAIRMAN : Okay. Nobody would speak for more than 10 minutes.

DR. SHAFIQR RAHMAN BARQ (Moradabad) : Mr. Chairman, Sir, nobody spoke from Samajwadi Party. Please invite some one from this party also.

MR. CHAIRMAN : I have no name from Samajwadi Party. Only Shri Pappu Yadav has given his name. He will certainly be invited to speak.

(Interruptions)

[English]

MR. CHAIRMAN : Hon. Members, take ten minutes, please. But do not exceed the time, please.

Now, Shri Haradhan Roy to speak.

SHRI RUPCHAND PAL (Hooghly) : Sir, there is no interpretation.

MR. CHAIRMAN : The Interpreter should take up the interpretation work.

SHRI HARADHAN ROY (Asansol) : Yesterday, I have notice saying that I would speak in Bengali.

MR. CHAIRMAN : Shri Haradhan Roy, I am sorry to say that there is some problem.

SHRI HARADHAN ROY : If there is no interpretation facility available now, then, I can speak in Hindi. I must get ten minutes.

MR. CHAIRMAN : We will ask you to speak next. I do not know about it. I am sorry to say that some breakdown has taken place on the interpretation side.

[Translation]

SHRI HARADHAN ROY : I have been a member of this House for the last seven year. I have seen during these years that be it W.R., S.R. or E.R. the general managers of these railways, call the member of Parliament of that area for suggestions and they extend their suggestions in these meetings. I also have been pressing on a suggestion but I am sorry so say that no

attention is being paid to that proposal, no action is taken to make that proposal successful. I support the Budget, presented by the Minister of Railways but I want to state that attention is not paid to the proposal of a M.P. on which he always stresses. If no action is taken on his proposal, what is use of inviting him in the meeting and sending a written proposal. Therefore, I would like to request the hon. Minister to pay attention to it. I am not going to say anything on my written proposal but some action must be taken on it.

Raniganj is an industrial area. Coal, Iron, Paper etc. are found there. Previously, there was a line between Calcutta and Raniganj but the Station of Raniganj is not upto the mark. M.L.As and M.Ps. of there, same constituencies catch train from the station. I had given suggestion for stoppage of several trains at Raniganj but none of them was accepted.

Secondly, several trains run from Vardhman to Asansol, from Vardhman to Dhanbad and from Vardhman to Modhupur. Such arrangements should be made that we may get these trains at the interval of every one hour at every station. The platforms at many stations in West Bengal are below the normal height which create difficulties to the passengers while entraining and detraining. The height of these platforms should be increased. There are several stations which lack the facilities like water, waiting room, electricity and toilets. I am not talking of only West Bengal but there are some stations to which you must pay attention.

Likewise, there are railway schools. There is only one railway higher secondary school at Asansol. It is also not upto the mark. Arrangement should also be made for secondary or higher secondary schools to impart education to the children of railway employees. There are hospitals for the employees but there is no arrangement for treatment in these hospitals. There is no doctor, there is no para medical staff and one can not get medicine. All these arrangements should be made there.

You will have to pay attention to railway employees also. If he is married, his son or wife gets employment in the event of his death but if he is unmarried, there is no provision of providing employment to his dependents like his brother, sister to assist his old parents. There should be provision to provide employment to his brother or sister. Such provision exists in other public undertakings but there is no such provision in Railways. I thank the hon. Minister for my suggestion is that brother or sister of the deceased employee who was unmarried, should be provided employment as a token of sympathy to the deceased employee.

I have one more suggestion to make. The employees who were dismissed in loco strike and who were not reinstated should be paid their arrears too. There has been a great delay. Shri Ram Vilas ji has done a good job by regularising the casual labourers.

[Shri Haradhan Roy]

Likewise, Loco staff should be reinstated as well and paid compensation also.

It is said that the Ministry of Railways is not responsible for train dacoities but I would like to suggest that R.P.F. should bear this responsibility. There is arrangement of paying compensation when goods train or parcel goods are looted.

There is a provision for demurrage to compensate the loss. The railways are responsible for any incident of dacoity or death or looting of luggages once person enters the train and travels with a proper ticket. It is the duty of R.P.F. to protect the property of railways. After entering into the compartment the passengers also becomes the property of railways. It is also the duty of R.P.F. to provide him proper protection. The hon. Minister of Railways cannot deny this responsibility of R.P.F. It is useless and incorrect to say that it is the responsibility of the State. This responsibility should be given to R.P.F. Just as the property of railways is protected in the same way this property should also be protected.

I would like to submit that in our area the D.V.C. constructed a line. When Mejaya Power station was shifted from Raniganj, a line was laid there at that time. That line as well as railways both belong to the Central Government. A railways overbridge and shelves for the supply of coal to the said power station. Were constructed. I suggest that the line should be extended upto Bankura for the benefit of the common people. It is not proper that wagons should be used to transport coal for long distances. While trucks are used for short distances. Due to this the incidents of theft and pilferage take place on a large scale. Minimum wagons should be used to check this smuggling either it is short distance or long distance.

[English]

MR. CHAIRMAN : Shri Haradhan Roy, the Bengali Interpreter has come. If you would like to switch over to Bengali, you are most welcome.

SHRI HARADHAN ROY : Will you please allow me to start from the beginning?

MR. CHAIRMAN : Do not start from the beginning. Start from here only.

(Interruptions)

SHRI HARADHAN ROY : I am trying to speak in Hindi.

SHRI E. AHMED (Manjeri) : Sir, Members from Kerala can understand his Hindi.

SHRI HARADHAN ROY : I am very happy that they can understand my Hindi.

[Translation]

I would like to say that arrangements made for long distance cannot be applied in the case of short

distances. The level of platform should be raised. There are a number of railway stations. Where there is no arrangement of water, waiting room and electricity. I am not talking of entire West Bengal but attention should be paid to some stations. I have sent some suggestions to the hon'ble Minister for the improvement of the railway system, for example the Chitranjan locomotive factory should be further modernised, know-how should be obtained for manufacturing electric engines and engines should not be imported. About the coach and wagon factories either it is in West Bengal or Bihar, Private sector also be involved alongwith the public sector. Import of wagons and coaches should be stopped completely. Hundred per cent wagons and coaches should be manufactured in the country. This is what I would like to submit.

I want to make one more suggestion. Inferior quality of food is being supplied by the railway vendors. It should be ensured that better quality of food is supplied. Moreover, through my letters and here also I have demanded better arrangement for stoppages of trains and platforms. Attention should be paid thereto. With these words I conclude.

[English]

SHRI N.S.V. CHITTHAN (Dindigul) : Mr. Chairman Sir, on behalf of the Tamil Manila Congress (Moopanar) Party, I rise to support the Railway Budget for the year 1997-98 presented by the hon. Minister for Railways, Shri Ram Vilas Paswan. I wish to congratulate the Minister for presenting a pro-poor, pro-development Budget for the second consecutive year.

I am particularly happy to note that there is no hike in the Second Class fare. It is interesting to note that out of eleven million passengers who travel by train everyday, 93 per cent passengers are travelling by the Second Class. So, a large number of passengers who travel by rail are benefited by this Budget. More particularly, the seasoned ticket holders are spared from any hike. This will definitely help the student community, the office goers, the fruit sellers, the vegetable vendors and the milkmen who use this service extensively in suburban areas.

It is understandable to note that Sleeper Class, AC Luxury Class passengers have to pay a little more for comforts and safety which the Railways provide because we have to take care of the inflation and increase in the petroleum prices. Hence a five to ten per cent hike in fares is justifiable. Twelve per cent hike in freight which can have inflationary trend is quite inevitable because of higher cost of running the Railways. Besides, it is also needed to meet increased expenditures of new projects, increase in wages because of the implementation of the Fifth Pay Commission Report and various welfare measures.

The Opposition Members may be disappointed on two counts. Firstly, the UF Government has given a

successful Railway Budget and also a successful General Budget. Secondly, the entire media and the people have been showering praise on these two Budgets.

I would say a few words about the gauge conversion scheme between Chennai Beachline and Dindigul. When the hon. Railway Minister had convened a meeting of Parliamentarians in Chennai last June, he gave a commitment in that meeting that the gauge conversion between Chennai and Dindigul via Trichy will be completed before March 1998. It is interesting to note that in the last Budget speech also, in Page No. 25 the Railway Minister gave an assurance that Chennai-Trichy-Dindigul gauge conversion would be completed by March 1998.

Sir, very recently, that is, about twenty days ago, in Chennai, the hon. Minister of Railways had said that on-going projects in the State would be completed according to schedule and funds would not be a constraint.

I am very much pained to note that this year, for this project, not a substantial amount has been allotted to add to the agony of the people there. In Errata-II, the first phase of the gauge conversion project between Chennai Beach and Trichy which was originally allotted Rs. 142 crore has now been allotted only Rs. 130 crore. I cannot understand the reason behind this. The second phase of the project between Dindigul and Trichy which was originally allotted Rs. 21.65 crore has later, in Errata-II, been allotted Rs. 9.65 crore this year. So, it is clearly seen that this scheme cannot be completed before March, 1998 as promised by the hon. Minister of Railways on so many occasions.

If the first phase is completed by allotting Rs. 130 crore, that would not solve the problem. The people travelling from Chennai to Madurai may come up to Trichy and afterwards they may have to take a circuitous route. Similarly, those who come from Trichy would also have to take a circuitous route via Chidambaram and Villupuram. This would increase the journey time and also the fare. Annually, the cost would be Rs. 30 crore and people would not take this route. Thus, it would lead to a loss of Rs. 50 crore to the Railways. Hence, I urge upon the hon. Minister of Railways to allot Rs. 150 crore for the first phase between Chennai Beach and Trichy to complete the project before March, 1998 and spend another Rs. 50 crore for the second phase between Dindigul and Trichy. Thus, the whole scheme could be completed on time. I can assure this House and hon. Members that whatever amount is spent on this project could be recovered by way of freight and fare in two years. So, once again, on behalf of the people of my constituency and on behalf of those who come from the southern part of the country, I request the hon. Minister to allot more funds...*(Interruptions)*

SHRI E. AHAMED : You may kindly speak only on behalf of the people of Tamil Nadu and not on behalf of the entire southern part of the country.

SHRI T. NAGARATNAM (Sriperumbudur) : What is the harm in it?

SHRI E. AHAMED : In the matter of Railways, we cannot be with you because we have not been given anything.

MR. CHAIRMAN : Please wind up.

SHRI N.S.V. CHITTHAN : I am not saying anything controversial. I would repeat what I was saying. If this scheme is completed, grains, pulses and other things can come to Tamil Nadu directly from other parts of the country.

We talk about national integration on so many occasions. The Railways have a major role in linking the whole of India by railway lines. If we want to strengthen the unity and integrity of the country, we should run a train from Kanyakumari to Srinagar. I am very happy to note that a substantial allocation has been made for the Udampur-Srinagar-Baramulla line to link the Kashmir Valley with the rest of the country. By doing this alone, without allocating Rs. 55 crore for the Trichy-Dindigul line, the vision of linking Srinagar with Kanyakumari cannot be completed.

Railway lines are just like the nerves in our body. If some part of the nervous system is affected, we call it, 'nervous disorder'.

Sir, it is a real nervous disorder for the railway lines of Tamil Nadu. I am sure the hon. Minister of Railways in his reply tomorrow, will announce the allocation of more funds to this scheme which is more essential. Sir, cities like Madurai, Coimbatore, Trichy and Erode are brimming with activities. Jolarpet station is overworking to the extent of 126 per cent. So also Erode which is working to the extent of 136 per cent. This shows that there is a lot of scope for improvement in railway line of Tamil Nadu.

I would like to mention about Salem-Karur broad gauge conversion project. This covers 100 kilometres. Unfortunately, this scheme has been pending for more than a decade. This gauge conversion project will reduce the distance by 30 kilometres between Madurai, Trichy and Salem. This would also relieve congestion between Salem-Erode section.

I would also like to say that if this line is completed, towns like Rasipuram and Namakkal which are known for poultry breeding, truck body building, sago and starch units would be benefited. At present, there is no rail connection in this area. The project cost is only Rs. 100 crore. The survey was approved by Parliament in 1985-86. Rs. 7.5 lakh was allotted. Again, reappraisal surveys were made in December, 1989. The hon. Minister of Railways in his present Budget says that this

[Shri N.S.V. Chitthan]

scheme was included for survey. I urge upon the hon. Minister of Railways to take up the project immediately.

Sir, weekly sleeper coaches are running to Delhi and Jammu from Madurai. As there is a very heavy demand for more accommodation, a direct train from Madurai should be introduced. A direct train to Bangalore from Tuticorin via Madurai should be introduced. Hence, a direct train must be introduced. Nagercoil-Mumbai line has got very good passenger response. There is a train which runs thrice in a week, but it should be run daily.

In my last speech on the Railway Budget I had stressed the point that there exists a tremendous traffic potentiality between Coimbatore-Mettupalayam. I also stressed that electrification of this line should be taken up without delay and a suburban train should be introduced. Now, I repeat the same demand that it should be taken up for early execution.

[Translation]

SHRI MAHABIR LAL BISHVAKARMA (Hazaribagh): Mr. Chairman, Sir, hon'ble Railway Minister has stated in railway budget that railway lines would be laid in backward areas on the basis of their economic feasibilities I would like to submit that many areas such as Chhota Nagarpur are lagging behind because there is a single railway line only. Hazaribag and Chhtra also full in the same category. Many kinds of minerals are available in this area. Coal, Mica and other Minerals are transported from there but due to non-availability of railway line these areas are lagging behind. In the budget Hon'ble Railway Minister has made provision for a railways line is Giridih, Kadarma, Barkakana and Hazaribag. I request the hon'ble Railway Minister that this line should be completed expeditiously because people have to cover a long distance to catch trains. A few days back the booking office has been closed there. I request the hon'ble Railway Minister to reopen this office till the railway line is completed. Madhu Van Parasnath adjacent to my area is a famous pilgrimage centre. Followers of Jainism from all over the world came to this place but due to non-availability of railway line with 12 kilometre area they have to face lots of difficulties. Difficulties in this 12 kilometre area are more as sever than compared to any other part of the country. This area is in the grip of terrorism and the pilgrims who come from far off places have to face the terrorists. Many of the pligrims are looter. Therefore, there is a need to lay railway line within this 12-13 kilometre area and this needs to be completed.

Sir, I would like to make a suggestion before the hon'ble Railway Minister. Poor and illiterate people travel in our country. When they came to railway stations to catch trains they experience a lots of difficulties as they are illiterate. Therefore, a scheme should be formulated so that it can be ascertained which compartment is ordinary compartment. Here, I would like to submit that

the windows of the ordinary compartments should be painted with a particular colour so that illiterate passengers do not feel any difficulty in locating the compartment.

Sir, there is a Bishvakarma temple near Delhi railway station and Delhi is an important place from mythological point of view. There is a mention about it in Mahabharat. Railways had acquired land from this temple in 1928 and on the remaining portion of the land this temple is constructed. There was an agreement that no way the land of this temple would be acquired. Today thousands of travellers stay in this temple but some officers in convinance with some contractors have closed the main gate of the temple due to which lots of difficulties are coming in the way. I request to hon'ble Railway Minister that the main gate of the temple which is being used as cycle stand should be opened for the convenient of the people.

Sir, a few days back hon'ble Railway Minister had made an announcement at many places but that in the case of availability of place repairing snap would be set up there is no place for repairing snap in the eastern railways. There is no repairing shop between Mugal Sarai and Lilua in eastern railways. There was a gride iron factory near Kodarma but that factory has been closed. The people of this area demand that if a repairing shop is set up at any place in eastern railways, it would be beneficial to the people and railways.

Sir, I would like to make one more suggestion that the condition of railway Medical centres is not satisfactory. They do not have modern machines. Doctors do not go there. Therefore attention should be paid it. There is a place names Patratu, that place has a diesel shed but the condition of railways hospital is very pitable. Patients do not get satisfactory treatment there. Hence attention should be paid it. With these words I conclude.

[English]

SHRI P.C. CHACKO (Mukundapuram) : Thank you, Sir.

I stand here to support the Railway Budget presented by Shri Ram Vilas Paswan...*(Interruptions)* It is a political compulsion and not out of merit of the Budget that we support it. Even if it is a good one, I am sure that our friends on the right side will not support this Budget. Unless we decide otherwise, we have to support this Budget. I wish that my affectionate friends, Shri Satpal Maharaj and Shri Ram Vilas Paswan give us an opportunity to whole heartedly support the Budget other than on political compulsions. But unfortunately, we did not get that opportunity. We had sincerely expected that opportunity because you know the problems of States or the country as a whole and the aspirations of the people regarding railway expansion.

The Budget which is presented in this House is a routine exercise. We have nothing new to boast that there is something new in this Budget. The revenue

income of Rs. 26,000 crore and an equal amount of expenditure is a marginal increase over the of last year. Sir, it is an accepted fact that the rate of growth is always proportionate to the rate of investment. How much is the Railways investing for development is the moot point. In the Annual Plan for 1997-98, the amount for the Indian Railways is only Rs. 8300 crore. And what is given in the Budget?

Now, the criticism is very much there and I also share that the railway budgetary support is continuously being decreased and coming down. But more and more public sector organisations especially the Railways are expected to run on commercial lines. The Railways claim that they are working on commercial lines. Then, it is incumbent on their part to find out extra resources and invest more money and come up to the expectations of the people, at least, to an extent.

Sir, since Independence, if we take the States as a whole, we find that railway development is negligible in most parts of the country. I am not only speaking about my State about which we honestly feel that it is neglected. We are not able to invest money according to the local requirements, where it is really necessary and where traffic density justifies such an expansion. What does it mean? How are we going to generate money? The potential for generation of money being limited, we have to find extra resources either by floating bonds or raising loans from outside. Now, you can avail of loans from international market also. Why are the Railways not taking unconventional ideas? This is my main question which I want to put to the Minister of Railways because if we are going on with the routine exercise of making the Railway Budget and when there is a slight improvement of what was done during the last year, then we cannot satisfy the people and we cannot meet their expectations. So, this routine exercise with little bit of dressing here and there will not meet the expectations of the people. We are bound to support and so, we support it. But this kind of a Budget will never satisfy the aspirations of the people. I wish an unconventional and new approach to this problem is found because in the coming years, whichever Government is going to come to power at the Centre and whoever is going to be the Railway Minister, budgetary support is going to decrease. So, the Railways will have to find their own new areas of revenue or other sources of income for investing in Railways. I am not going into greater details of the general aspects of the Railways because I have the duty to say a few points about the rail problems of my State.

There has been continuous clamouring in this House and demands from the Members of my State irrespective of political affiliations for the railway development of Kerala. Every State is demanding the same. So, you may say that there is nothing new. We have been supporting or pressing or putting forward some demands which have been accepted by the

Railways and which have been pending for the last many years.

There is a funny or interesting situation in the political scenario. Fortunately, the people who are sitting on the right side of this House have no representation in Parliament from Kerala. They are blank. For the last fifty years, they could not open their account. All the twenty MPs from Kerala are supporting this Government, supporting Shri Paswan and Shri Satpal Maharaj. So, at least, he owes that much to the State of Kerala that all the MPs are supporting this Government. We may be quarrelling among ourselves. That is a different matter. But we are supporting this Government. But what have we got? I would like to put this question very humbly and plainly. We know that he has resource crunch.

He has the resource problem. So, he has to reduce it. We agree with him. But he may reduce it proportionately. In the Railway Budget for the last year, we got Rs. 126 crore.

I am presenting it with a heavy heart. In this year's Budget, it was only Rs. 35 crore. What does it mean? It is only one-fourth of what was in the last year. We can understand his resource crunch and the cut he has imposed on various areas. If that is the difficulty, we understand it. But there is a disproportionate cut. For what?

I would like to make one point very clear before this House. As far as the railway passenger traffic in Kerala is concerned, it is a profitable proposition. I am sure, the Railway Board and the senior officers are aware of it. We make up the loss of the Railways by increasing the goods traffic. But Kerala is a State where the passenger traffic itself is a profitable thing for the Railways. It is something unique. Probably, we cannot cite such an example in the case of other parts of the country. In Kerala, 90 per cent of the railway passengers that originate from Kerala are long-distance passengers.

I would like to quote a few figures which will justify what I am saying. The earnings and expenditure during the last year in the recently formed Thiruvananthapuram Division of the Southern Railway have been Rs. 226 crore and Rs. 73 crore, respectively. Against an expenditure of Rs. 73 crore, a profit of Rs. 226 crore has been generated. The performance index is 37 per cent. I am sure, the Railway authorities are well aware of it. It is not so in the case of many other parts of the country. The passenger traffic itself, not taking into account the goods traffic, is a profitable proposition as far as the Railways are concerned.

We are not in the habit of travelling without tickets. The families who travel from Kerala are long distance passengers. They are spread all over the country. You know that a large number of Keralites are in Delhi, Mumbai, Calcutta and other parts of the country. They spread the message of national integration. We travel extensively. We have spread out to the whole country.

[Shri P.C. Chacko]

But invariably we travel with tickets. I am not casting an insinuation on anybody. But is it a crime? We have been penalised for that. Why is it happening in the Railways? It is not so this time only. It has been happening to us repeatedly.

Here, I am not prepared to be subjected to any kind of political considerations. It has been happening many times in the Railway Budget. This discrimination continues. It is an unfortunate situation. So, the on-going projects in Kerala should be viewed in the background of these things. The Railway authorities should not use the same yardstick for assessing the demands for expansion of the railways from all the States in the same manner. Wherever the passenger traffic justifies the investment of more money in the Railway projects, that should be given special consideration.

The distance from Thiruvananthapuram to Cannanore is only 650 kms. It is a small rectangular State. Two segments are there where doubling of the line has not been completed. It has been repeated many a time in this House. I am not making any representation. Today, the most prestigious project of the Indian Railways is the Konkan Railway. Whosoever wants to claim credit he may claim it. The Opposition also has to get the credit because it was started during the time when Shri George Fernandes was the Minister of Railways. It was meticulously followed up by the subsequent Ministers of Railways. Four southern States are sharing it. We are also a party contributing to the share capital of the Konkan Railway. But the Konkan Railway is not touching our State. But we are contributing to the capital of the Konkan Railway. It is going up to Mangalore. But Mangalore is not in Kerala. It is not coming to Kerala at all. We are broad-minded in that way. We thought that we would contribute to the capital. But when the Konkan Railway goes up to Mangalore, that should be extended to the southern part of Kerala by doubling the existing line.

When the Britishers constructed the Shoranur-Mangalore line before 1947, they had acquired sufficient land. So, the land acquisition is not a problem. The doubling of that line at least up to Shoranur will help us in getting the benefit of the Konkan Railway. We have been saying it time and again in this House. The hon. Minister of Railways says, "All right. By the time the Konkan Railway is complete, I promise you that your line will also be doubled." It would cost Rs. 550 crore to double the line upto Mangalore.

Sir, we have been given only Rs. 17 crore. The hon. Minister has been kind enough to announce today that Rs. 17 crore would be increased to Rs. 50 crore. I am very happy that he understood the gravity of the situation.

The total expenditure of the project is Rs. 550 crore and if only Rs. 50 crore is allocated per year for this project then it would take ten years to complete this line! What does it mean? Are we asking for more? Tell us; convince us then we would keep quiet.

He said that he would complete the Mangalore line. Suppose he completes the Konkan line up to Mangalore, how are we going to benefit from that? Shri Nitish Kumar is sitting here. This line is going up to his place and we are happy that they are going to benefit from it but the poor people of Kerala who are contributing to the capital of the Railways in a good measure for construction of this railway line are not benefited. So, this is a great injustice. Shri Paswan is very much aware of the omission or the major mistake which as unknowingly crept into this Budget-making exercise. I am happy that he is prepared to take some steps. But I do not know in what form he is going to do that. Even this allocation of Rs. 50 crore would not be sufficient for the completion of the doubling work in Kerala. This is one problem.

Sir, the Thiruvananthapuram-Quilon segment is totally congested because it is super saturated. It is a more than 120 per cent saturated segment. In this segment also the doubling work has not taken place. An amount of Rs. 12 crore has been provided for this whereas for the completion of the project a sum of Rs. 100 crore would be required. How many years would it take? He may convince us about it. There is no politics in what we are saying. All the twenty Members of Parliament from Kerala are supporting this Government. Probably all of them are saying that some consideration should be shown to this matter because we have been ignored. When we are saying that we have been ignored, we are not making a political allegation; we are making a chargesheet against the Government. We are saying this out of our agony and pain.

Sir, to get a ticket from New Delhi to Cochin or Thiruvananthapuram one has to be in the waiting list for 60 days. Many people come to the Members of Parliament to get reservations for their tickets from the special quota or the Headquarters quota or the emergency quota. But now for getting a ticket from New Delhi to Kochi one has to wait for 30 days. We have been requesting the Government for giving us a train from here to Thiruvananthapuram. Last time when we were making our demands here, Shri Paswan was also here and he supported our demands. How has he all on a sudden forgotten what happened last time? After all, these are certain basic obligations which the Railway Board has to fulfil for the State of Kerala the people of which State undertake travel to the maximum extent. The Minister, of course, said that he was going to announce or decide something about starting a new

train to Kerala. These are certain omissions which have unfortunately crept in. It is a country where the Railways are a unifying force; where it is the biggest force of national integration, this kind of an omission would be very painful and that would create more problems for the country.

Sir, I remember what one of our former Railway Ministers, Prof. Madhu Dandavate had once said. He said that where there was no railway, there was a survey. Presently, 11 surveys are going on in Kerala. The Railway authorities have forgotten to make any mention about these projects. In the Minister's Speech there is a mention about all the on-going surveys in other States - about what they would do and when they would complete - but there has been no mention of any survey that is going on in Kerala. Does it mean that it is given to satisfy those people who are agitated here; it is given only to silence those who criticise? If you are serious, then what about the surveys? When are you going to take it up?

One railway line has been allotted from Angamali to Sabarimala. As has been mentioned by Shri V. V. Raghavan, only Rs. one lakh have been allocated for this project. I was there in the Government for some time. I know that if there is a provision, the Minister could give more money. But would that satisfy the people? They are clamouring for more money, but where is the money? This is what has happened. The project for completion of a railway line which requires a minimum of Rs. 500 crore, only Rs. one lakh is provided.

KUMARI MAMATA BANERJEE (Calcutta South) : The money allotted to the MPs under the MP Local Area Development fund could be used.

SHRI P.C. CHACKO : Even if we are prepared to spend all the money from the MP Local Area Development Fund then also it would not satisfy them.

Some new railway lines are essential in our State. It is because the railway lines in Kerala are saturated. If one single train is introduced on these lines then all the trains running on these tracks would come to a grinding halt. Such is the traffic density there. In these circumstances, some new lines, which could be an outlet for the existing lines, can be thought of.

About 50 years back a survey was completed for Thalassery-Mysore line. The survey was completed during the British time. Since 1947, three or four times survey was done for this line but this line is not included. Last year a survey was started for Edappally-Tirur line. It is nearing completion but there is no mention of this line in the speech. Kottayam-Sabarimala line was inaugurated with a lot of fanfare. Its foundation stone was also laid and so many other things were done but nowhere there is a mention of this line. We are happy that at least one line, that is Ankamali-Sabarimala has found a mention in the Minister's speech but looking at its progress, it appears that it will take centuries to complete that line. That is the pittance provided to us.

I will make one more point and then conclude. The Railways have a plan to increase the number of wagons and introduce high capacity engines. The Railways have a proposal to increase the number of coaches from 17 to 21 and from 21 to 25. If high capacity locomotives are introduced and if there is an increase in the number of coaches, it will act as an immediate solution to the problem of Kerala. We are asking for it because we are too much hard pressed for that. You will not be able to complete your project for the next three, four or five years. It is not that you do not have the will to do it but you do not have the adequate finance to do it. So, it means that it will take years and years and it will be prolonged. The immediate relief could be given to the people of Kerala by introducing more number of coaches and more powerful locomotives whether diesel, electric or of other type.

Electric train is a distant dream for the people of Kerala. Recently, it has reached from Coimbatore to Palghat. Palghat is the border of Kerala. So, it has reached up to the border of Kerala. The electrification is to continue up to Cochin or Trivandrum and it requires a huge amount. But what is provided is quite insufficient.

There is one line from Quilon to Sengottai. Last week we celebrated the centenary of that line. The policy of the Railways is to unigauge all the lines, make all the lines as broadgauge. What is provided for that line is only a pittance. Only Rs. 1 lakh is being provided for it. We are being provided a very small amount, be it for doubling, introduction of new railway line or a new train, electrification, improvement in the track or any other thing.

Yesterday, there was a *bandh* in Kerala. Whole of the Northern part of Kerala had observed *bandh* yesterday. What shall we do? We believe in democracy. Whoever is the Prime Minister or whichever Party is in power, we want to obey the law of the land. We want to take positive decisions. But if we are deprived like this, what else can we do? I am sure the Railway Minister understands the agony of the people of Kerala. I request the Minister to please do something to remove that sort of feeling from the minds of the people of Kerala. Otherwise, people will feel that they are 2000 Kms. away from the capital of this country and they are not cared for. They are not being looked after properly. If anybody develops this sort of a feeling, can you blame him? People living in far-flung areas of the country should be given their due share.

I fervently hope that on the conclusion of this debate, at least, some of our legitimate demands will be met by the Railway Minister. I request Shri Satpal Maharaj to place these facts before Shri Ram Vilas Paswan and have a discussion with him. The hon. Minister should give assurance to the MPs and people of Kerala which can really satisfy them. Thank you very much for the time given to me to place my views.

[Translation]

SHRI RAJESH RANJAN ALIAS PAPPU YADAV (Purnea) : Mr. Chairman, Sir, I am very grateful to you for giving me an opportunity to speak. Sir, I support the budget. I don't want to say anything wrong. I am a Member of the Samajvadi Party. Shri Ram Vilas Paswan is not present in the House. I being a Member from Bihar, would like to congratulate him as he has very tactfully tried to fulfil the aspiration of all the Members in general and those from Bihar in particular for which he deserves the best compliments and appreciation under such adverse conditions and presence it is hardly possible for any other Minister to perform their job so beautifully.

In my view Shri Ram Vilas Paswan ji is the most efficient Minister among all the U.F. Minister ... (Interruptions)

Mr. Chairman, Sir, I would now like to draw your attention to the areas where 78 percent farmers, labourers and common people live. Keeping in view the convenience of these sections of society very few or virtually no long route trains have been introduced in this budget. It is my earnest request to run more and more long route trains for the benefit of less privileged sections of society.

Giving by employment opportunities the Railways is the largest organisation. Some time back about as 18 lakh officer and men were working in the Railways and some this number has come down to 16 lakhs. In a department where every year some new trains are introduced, doubling of rail-lines is undertaken and new offices are opened, the number of employees should have gone up but on the contrary the number of employees has come down. In view of work load of railways and number of trains increasing, the number of G.R.P. personnel should also increase from security point of view as I feel.

The railways are not functioning as an employment generating agency. They are functioning and is heading in the direction like an M.N.C. I feel that if the Railway budget is formulated keeping in view the public interest then thousands of youth could be provided employment.

In terms of security in trains, train journey is not without risk. Everyday we hear the roars of incidents of terrorism, loot and dacoities and bomb blasts. In these circumstances, the railway department will have to shoulder the responsibility of security in the trains. No matter whether it is performed by the Central Government or by the State Governments but basically it is the duty of the railway department to provide security in the trains.

At present the department of railways has got the largest man power. In these circumstances he will have to see as to how we can optimally utilize the available manpower to boost production in the railway department.

Food, clothes, house, medical facilities, education etc. are the basic needs for all human beings. Therefore, minimum possible difference should be kept in the scales of pay of officers and employees whatever facilities could be provided keeping in view the designation and utility of the respective posts.

I would now like to bring your attention to the grave problem of pollution. On the major railway stations where the passengers have to stay for a long time. The train at such stations should be cleaned thoroughly. Going through the whole budget, no specific instructions appears to have been given in this regard. Keeping in view the interests of all, more unreserved coaches should necessarily be provided in all the trains. Due to non-availability of unreserved coaches in the trains the farmers, labourers and urban people have to free a lot of inconvenience in train journey.

20.00 hrs.

Sir, on all major railway stations the railway tickets are sold in black. Are any steps being taken in this direction? I would like to bring to your kind notice one thing that the collies in connivance with G.R.P. personnel extort double amount for providing space in the unreserved coaches. I would like that this point should be considered seriously. The permission recently given to travel in reserved coaches during the day time has added to the problems of passengers. Therefore, I would like that more coaches should be provided in the train and to facilitate to and fro journey from the capital city to the district headquarters D.H.U. or similar fast trains should be introduced so that people could travel easily.

MR. CHAIRMAN : Yadav ji, please conclude, you have got written notes with you. You have delivered a forceful speech you please give the written statement to Shri Satpal Maharaj.

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : Yes Sir, I am just concluding. Here we have the Minister of State with us, the administration people are also present here. Sir hon'ble Railway Minister has included several long pending proposals of gauge conversion and introduction of new trains, yet some proposals have been left. I would like to point out one thing here several proposals relating to the introduction of new trains are being processed since long. One thing more I would like to point out that where the Bulet train was first started in France, Rajdhani Express was also introduced here in India. In France the trains are running at a speed of 250, 300 and 500 kms per hour but here in India the Rajdhani Express is running at the same speed. Sir, you yourself can imagine that a long period of time has since elapsed and France has left forward as compared to our country. In comparison to the speed of trains in France, the speed of trains here in India has not increased and there the trains are running at a speed of 250 to 300-500 kms per hour.

20.02 hrs.

[SHRI P.C. CHACKO *in the Chair*]

Mr. Chairman, Sir, our Railway Minister hails from Bihar. He has paid due attention to several matters relating to Bihar. For instance, I would like to point out that he has given special attention to Nepal side keeping in view the Nepal area of Bihar, boarder area and the surrounding geographical conditions. This is correct, but I am constrained to say that you have done a good job by issuing orders for conducting Survey work for Madhubani-Nirmali to Bhaptiyai but as Ram Vilas Paswan has taken a right step by constructing a big bridge in the Capital Patna. Similarly, a new scheme should be formulated for construction of a new bridge for connecting Bhapatiya with Supaul and Saharsa and North Bihar with Kosi and Purnea.

Mr. Chairman, Sir, Survey work has been done in our area, when Shri Kalmadi was the Railway Minister. The Hon'ble Minister had conducted survey work from Katihar to Jogbani, Katihar to Saharsa via Purnea Madhepura and Farbisgunj to Katihar and we are thankful to him for this but he has not undertaken survey work from Farbisgunj to Jogbani and Purnea and Jogbani via Madhepura, Saharsa. I would like to know as to why it was discontinued, I would also like to draw the attention of the Minister towards this fact.

Mr. Chairman, Sir, as far as railway crossings are concerned, there are 24,554 unmanned railway crossings in the country. Sir, I want to bring one fact to your notice that you can't escape from your responsibility by simply telling us that due to such a large number unmanned railway crossings accidents cannot be prevented. You also cannot say that such a big number of people cannot be recruited due to shortage of resources or money hence you cannot recruit chowkidars/guards at the railway crossings. The Railway Ministry or the Minister of Railways cannot wash their hands off responsibility. It is the duty of railway ministry to check the accidents occurring at railway crossings.

Mr. Chairman, Sir, no criterion has been laid down for undertaking computerisation at a railway stations. I would like to ask the hon'ble Minister whether he has undertaken computerisation or groupism? As far as Buxar is concerned, Buxar is a district of Bihar and all required equipments items of computers are available there, it fulfills all the conditions but what's the reason for undertaking computerisation even at those places, which do not fulfil all the norms. This is a good thing, but there are many stations like Buxar where computerisation should be undertaken. The hon'ble Minister should pay attention towards the places/stations where computerisation has not been undertaken so far.

The fourth point is about the telephone facility. The hon'ble Minister has constituted a monitoring committee at the regional level. This is a welcome step but whether the monitoring committee has been constituted in order

to increase their share? Earlier one person used to get one share but after constitution of Monitoring committee its shares have also got divided. Does the hon'ble Minister himself inspects the monitoring committee from time to time. Otherwise in my opinion earlier 125 shares used to get distributed amongst 100 people, after Constitution of monitoring committee, 135 shares will be distributed among 100 people. Whether you are looking into this fact also?

Mr. Chairman, Sir, the fish being served in the trains in sub-standard and causes vomiting. You please trend in Rajdhani Express and see. I don't want to discuss about catering arrangements because the entire House knows that the food served in the trains is non-consumable. Such is the condition of food in Rajdhani Express now-a-days. I don't want to go into catering facilities in other trains. As far as the condition of Bihar is concerned, there is no such alternative arrangement there. The Minister wants to make these arrangement in 2-tier, 3-tier or air conditioned coaches but I want that more and more unreserved/genral compartments should be attached/connected because if you see the condition of Bihar, then you will understand. In Bihar, if there is a room for 100 persons, 500-600 people enter the compartment. No alternate arrangements have been made there.

As far as introduction of 3-tier A.C. is concerned, it is good but under which scheme you propose to introduce this system. After conducting many surveys, so many schemes have been introduced. Our United Front Government and Shri Ram Vilas Paswan stood candid but I want to ask that since the Minister is approving all these schemes in this financial budget, what time limit is being fixed in this regard and the time by which these would be completed?

I will raise one or two more points and will conclude my speech. The Minister has said that he wants to recruit the diploma holders. The officials of the Administration only can tell him the exact number of diploma holders. You, yourself can find it out. If some orders are placed with the diploma holders, they may not be able to know what has been cooked. I am unable to understand who these diploma holders are, whether they are one who take bribe or they are ordinary diploma holders. I think there is nothing like that.

There is a need of doubling the Borsoi railway line from Barauni to Katihar. Discussion is going on in the entire house on the issue of doubling of railway line. Doubling of railway line has been undertaken from Barauni via Katihar and Guwahati and we travel towards-Howrah through the main lane. What are the reasons for which the hon'ble Minister is making alternate arrangements for doubling the line from Barauni to Katihar?

Construction of a birdge on Ganga in Patna has been taken up in this financial budget. I would like to know if this is taken up, whether any scheme pertaining

[Shri Rajesh Ranjan Alias Pappu Yadav]

to connecting North Bihar with South Bihar, is with the Railway Minister. Since he is a senior member he may remember...*(Interruptions)* at that roads were to be constructed on the big bridges and this scheme was taken up during that period. If the railway lines also would be laid/constructed on those big bridges and doubling of both would be undertaken then I would like to give a suggestion that since a new bridge is being constructed with a huge cost on Ganga in Bhagalpur, if the hon'ble Minister so desires a scheme can be formulated for construction of railway bridge on the said new road bridge in Bhagalpur. One has to travel atleast 300-400 kms additional to reach Kosi, Purnea, Madhepura, Saharsa, Madhubani areas in North Bihar upto Sahibganj, South area, Santhal Pargana and one can travel these places in less time with comparatively less amount by utilising the above railway bridge constructed on the road bridge.

As far as Manmanakhi Daal is concerned, I have told about it earlier also. I want to say a few words about my area...*(Interruptions)* I am concluding. Manmanakhi Junction is in my constituency. Last time a survey was conducted from Pursola to Saharsa via Bihar ganj. I don't know by when this survey work would be completed. But I would like to request the hon'ble Minister that construction of railway track from Manmanakhi junction to Jalalgunj via Damerva, Jalalgarh, Baisi, Daikola should be included in the new survey. It would be an achievement for our area Purnea which is backward, poor and which is situated on the border of Nepal and Bengal. This would connect Diakola with West Bengal. Madam Chairperson, I think you may be knowing Dumria. You may know Dumrav Raja in Bihar. Dumaria is in Buxar. It is situated in Bihar. There are only two factories in Dumrao. There are several railway stations whose express trains halt however, and Shramjivi Express trains do not stop at this station. We have given in writing several times in movements have also being carried out for this...*(Interruptions)*

[English]

MR. CHAIRMAN : Now please sit down, if you have anything more to say, you please give it to the hon. Minister in writing...*(Interruptions)*

SHRI P.R. DASMUNSI (Howrah) : Sir, he should be allowed to speak, he is mentioning so many good things...*(Interruptions)*

[Translation]

SHRI RAJESH RANJAN ALIAS PAPPU YADAV : This will be a big thing. I emphatically demand that some new arrangement should be made for this.

There is Rukol halt in our area where tickets are sold in good number. This halt also fulfills all the requirements for bring a regular railway station. But it

still continues to be a halt. I personally request you that the Rukol halt should be converted into a regular railway station. I have written several times to Railway Ministers Shri Kalmadji and Shri Jafar Sharif Sahib and even launched a movement to press for this demand. Gulabbagh is a big mandi (market) of Bihar and West Bengal. An overbridge needs to be constructed at Gulabbagh. I have made this demand several times to construct over bridges at Gulabbagh especially at in Purnea. However this request has always been put off saying Bihar Government should first give half of the cost of construction. Who should ask the Bihar Government to provide half of the construction cost? I asked the hon'ble Minister to get it done and...*(Interruptions)* This is my heartfelt desire. Our Minister and this House talk so much about the poor, backward people and labourers...*(Interruptions)* I will conclude. Our Minister is showing so much concern for the poor and the entire country is concerned for the labourers and farmers. However, Bihar is an area where no development work has been carried out till date. The area we hail from is connected by the river Kosi and other rivers but no big or express trains run in this area. I would urge the Railway Minister to do something for us by formulating a new package for Purnia, Saharsa, Katihar, Sukil, Munger areas and the area adjoining Ganga and that of Nepal and Bengal.

I wanted to make many suggestions but I am being repeatedly asked to conclude. In this House sometimes somebody goes to sleep, while there are others who prefer to keep mum, We must not follow suit. It should not never happen. Chairman Sir, I convey my sincere thanks to you for according me an opportunity to speak. With these words I conclude.

[English]

SHRI E. AHAMED : Mr. Chairman, Sir, appreciating the position of the time constraint, I will be just confining only on certain points by making certain observations.

According to the Railway Minister, the Railways cannot be treated as a purely commercial concern and it must fulfil social obligations. But it has already been found and already many Members have mentioned here that when the budgetary support is declining every year, how we will be able to go ahead with the idea of making it to be an organisation to fulfil the social obligations. As a matter of fact, the Minister and the Railways are really having a tight rope walking between an organisation of commercial concern and that of a social concern.

I would like to bring to your kind notice how this growth of Railways has been affected in the whole network. There is no rationale in the allocation of the funds to the Railways. And also the focus has already been diverted from the real necessary need based area. For example, I would just like to mention here that in

1950-51, the passenger kilometre index was 100 and it increased to 448 in 1995-96, it had gone up more than four times. At the same time the capital input index shows that the number of coaches in 1950-91 was only 100 whereas it increased to 227. So, when the passenger per kilometre had gone up from 100 to 448, the number of coaches had increased only from 100 to 227. And the net tonnage kilometre was 100 in 1950-51, and it increased to 620 in 1995-96, that is an increase of more than five times. But, at the very same time, the wagon capacity had increased from 100 in 1950-51 to 256 in 1995-96, that is only one and a half times more. So, I do not know how the Railways will be able to face the thrust and the pressure which has been on them. I would like to mention that even the running track kilometre was 100 in 1990-91, whereas in 1995-96 it was only 136. So, the running track kilometre had increased hardly by fifty per cent, not even by fifty per cent. This is an unfortunate situation here.

What is the Budget allocation? The Budget allocation is also going down considerably. I do not know how the hon. Minister will be able to achieve his declared policy of making it to be a sole organisation fulfilling the social obligations.

Sir, in the first Plan, the Plan share of the Railways was 11.1 per cent and in the Eighth Plan it was 6.3 per cent. From 11.1 per cent it had come down to 6.3 per cent. Even in the Eighth Plan, the outlay was Rs. 27,220 crore, out of which the market borrowing was Rs. 3,000 crore. What was the budgetary support? The budgetary support was only 19.8 per cent. Sir, every year it has been going down. Even in the Annual Plan 1996-97, I had seen that the total provision was Rs. 8,300 crore, out of which the budgetary support was only Rs. 1,439 crore.

I do not know how the Railways will be able to withstand the thrust and the pressure that has been given.

Again, Sir, how is the pattern of investment? The pattern of investment is also very much declining and it is also a matter of great concern.

Then coming to track renewal, in 1996-97, a provision of Rs. 1,516 crore was made. What was the increase, in 1997-98? It is Rs. 1,680 crore. This is the track renewal record of the Indian Railways! How are we to go further? I do not know.

For rolling stock, the provision was Rs. 2,021 crore in 1996-97 and it has been reduced considerably to Rs. 1,208 crore. This is the rolling stock position. The allocation for workshop and other things has gone down from Rs. 125 crore to Rs. 120 crore.

For electrification only, there is an increase from Rs. 310 crore in 1996-97 to Rs. 351 crore. There is an increase in the allocation for the new lines also. It has

gone from Rs. 284 crore to Rs. 400 crore. In all the other things, there is a decline in the allocation.

Moreover, in 1996-97, for computerisations, this country was carving out an amount of Rs. 63 crore which has been further reduced to Rs. 35 crore. This is unfortunately the situation in the whole of Railways. I do not know how we will have a rationale in the allocation for the investment as well as for the production unit. How will we be able to achieve this novel and the oft-repeated idea to fulfil the social obligation in the society? At the very same time, when we speak about the new lines, my friend Shri P.C. Chacko when he was sitting here, made his remarks so far as my State is concerned.

Sir, when I mentioned about my State, I will be speaking with a heavy heart and I will have to support this Government. We, the 20 Members of the Lok Sabha from Kerala State will be supporting this Government. We will continue to support. In Rajya Sabha also, we will be supporting this Government. I do not know why a State has been neglected like this. We have already mentioned and we have brought it to the notice of the Government. Is it because he is sitting in the North and he cannot see the Southern most State of the country? And those who are sitting in the North cannot see what is down South. Is it that?

Sir, whether Rama rules the Railways or Rahim rules the Railways, Kerala has the same fate, whether it was last year or it is this year. Last year, at least we had a relief that Rs. 127 crore was allotted. This time it has been further reduced to Rs. 32 crore. What happened to the mandarins sitting in the Ministry of Railways? I do not know.

The South Indian Railway was formed 100 years ago. The then Madras-Mangalore Mail was introduced in 1900. Many of those people who are just doing the work of the Railways do not know that in 1900 in the history of the Indian Railways the Mail service was started from Chennai to Mangalore. The number one Mail was from Chennai to Mangalore and the number two Mail was from Mangalore to Chennai. These were the two Mails in the first mail service in this country. They have been going from Palghat, then going up to Mangalore. That was the lifeline of the entire region of Malabar. What is the position now? My friend Shri Chacko has said about that. I do not want to repeat it. But I would ask; Will they be able to finish the doubling of this railway line within the next 10 years? Why? Are we not also paying the tax? Are we not the citizens of this country? Why should we be penalised for that? What is our fault? Why has it not been given? Is it only because that Malabar happened to be a part of the erstwhile Madras Province? Is it because of that? What is the entire position of Kerala? We have been given only one train. When we ask for more trains, there is no train. When we ask for more new lines, there is now

[Shri E. Ahamed]

new line. When we ask for the modernisation, there is no modernisation. What is the amount of gravity of neglect? I would say with your kind permission only one instance.

Seven years back, work started on a most important bridges, Feroke bridge, on this line. Only now we are getting the benefit of what the Britishers had done those bridges are in Malabar area. Even now it has not been completed. Whenever we ask those people, who are sitting at the Chennai Office they say that: 'we are doing it'. Where are they doing? Last time I was told that the Contractor had gone. If one contractor had gone will there be no other contractor? Is it the system in the Railways? The Feroke bridge has been neglected for the last six years. A railway station which the former Minister had promised coming over there, is to be remodelled because it is such an important station. What happened to it? Nothing was done. As rightly pointed out by my friend, Shri Chacko, many surveys were done. What is the fate of the Mysore-Tallicherry railway line? It was no less a person than Shri Jagjivan Ram who had given an assurance to the people of Malabar speaking in Tallicherry, in my own presence, when I was a student, that the Mysore-Tallicherry rail line would be coming. Where is that promise? Where is that railway line? There is nothing. What about the survey started in Kerala? For example, in my own constituency, in the Feroke-Nilambur survey. If some diversion is to be made, we can discuss about it. What happened to it? Many assurances have been given on the floor of this House by the former Ministers. What have we got back? There is nothing. A number of solemn assurances were given on the floor of this House.

The Tirur-Edappally route is another issue. Out of the requirement of Rs. 500 crore to provide a railway line to Sabarimalai, we have got Rs. lakh! What are we going to do with this money? An amount of Rs. 300 crore is estimated for the Mangalore-Shoranur line. We have been given Rs. 17 crore but the hon. Minister was pleased to say that he would increase it to Rs. 50 crore. Even if it is Rs. 50 crore, as rightly pointed out by my friend Shri Chacko, it will take another ten years to complete. Are we to just live with this reality? What is the fault that we have committed? What is the wrong that we have done? We do not know.

Sir, there is a saying in Malayalam, 'Devam Prasathichalum Poojari Kodukilla'. Even if the God will bless you, the priest will not allow it. The Chairman of Railway Board may say that: 'We will give you', but the officer will say, 'No'. If the hon. Minister will say that: 'We will give you', his Deputy will say, 'No' because there is no line and say: 'You wait till the Konkan Railway comes'.

Now, we are going to make an announcement. The people will go to the churches, temples and mosques and say, 'Oh Almighty Lord, let the Konkan railway come

and we may save the Malabar area'. Is it so? How long are we to say it? I am speaking everything with a heavy heart. I only urge the hon. Minister of Railways to do something. I do not want to say more because the hon. Minister knows the depth of our feelings as to how far we got hurt.

Day before yesterday in the entire Malabar area, we all protested and observed a total *bandh* and half of the population of Kerala observed a *bandh*. In a democracy, should it not be positively responded to? I hope that the hon. Minister who is a democrat, a man who can very well measure the sentiments and the feelings of the people and the country will see to it that these are taken up immediately. Even though we are in the Southern part of the country, he usually comes there. When he was not a Minister, he gave a lot of assurances and when he is a Minister, he is giving us assurances too. I am sure my friend, Shri Ram Vilas Paswan will stand up and say that the injustice done will be rectified justice will be done to Kerala, particularly to the Malabar area.

With these few words, with a heavy heart, I support the Railway Budget.

SHRI AJAY CHAKRABORTY (Basirhat) : Mr. Chairman, Sir, I would like to support this Railway Budget which is presented by our dynamic hon. Minister of Railways.

Railway is a symbol of national integration. It unifies entire India politically, socially and culturally.

Railways connect the entire India, from south to north and from east to west. This year our dynamic Railway Minister has presented the Budget with an outlook for the welfare of the backward regions. At the time of presentation of the Budget, the hon. Minister, in his Budget Speech, mentioned that railway is not only a commercial institution but an efficient and better welfare organisation to develop the backward regions. On that consideration, in the present Budget, more money has been allocated for the development of the backward regions, such as, the North-East States, Kashmir, some parts of Bihar adjacent to Nepal border and Uttrakhand. I whole heartedly welcome the decision taken by our hon. Minister of Railways. But I request him to consider the backward regions in the light of the whole country.

Backward region means not a particular State or a particular region or a particular area of a State. Backward region should be considered in the light of the whole of India. I would like to mention one of the most backward areas of our country, which I represent, that is, the Sunderbans area where the people belong to Scheduled Caste and Scheduled Tribe communities. The Sunderbans people are the real *dalit* people and the *pichhre varg* people. They are living there fighting with the man-eater Royal Bengal tigers and big crocodiles. They are the downtrodden people to the entire country.

But, in spite of that, they are feeding the Calcuttans. They are supplying rice, vegetables, milk and milk products, fish and some many other articles to Calcutta everyday. If we, the people of the Sunderbans, discontinue the supply of food and other essential commodities to the Calcutta city, the people of Calcutta will suffer an irreparable loss and much injury. But, of course, we do not want that.

I would like to mention the name of Hasnabad which is one of the gateways of Sunderbans and which is only 75 kilometres from Calcutta city. From Sealdah to Hasnabad, it is only 75 kilometres. Out of these 75 kilometres, 25 kilometres from Sealdah to Barasat have already been electrified but the remaining 50 to 52 kilometres has not yet been electrified. From Barasat to Hasnabad, it is only 50 to 52 kilometres. I demand and urge upon the Railway Minister for the electrification of the Barasat-Hasnabad section.

There are two magic words in the Railways. One is survey and the other is viability. With full responsibility, I say that survey regarding the electric works has already been conducted in the Hasnabad-Barasat section. I would like to mention here that surveys regarding the electrification work in three sections of the Sealdah Division of the Eastern Railway were conducted and completed one or two years back. One is the Barasat-Hasnabad section, the other is the Ranaghat-Bongaon section, and the third is the Ranaghat-Gade section. The second and the third have been included in the present Budget for electrification. I do not know what is my fault and the fault of the downtrodden people of the Sunderbans that the first one has not been included in the present budget for electrification, even though the survey was done along with the other two sanctions two years back.

Sir, having a survey is no problems. If the hon. Minister of Railways desires and if he is kind enough to take steps for the electrification of the Hasnabad-Barasat section, that survey may be upgraded and it may be revised. It has already been done. I know as to the amount of survey involved. It may be only upgraded and revised. That is not a big matter.

I would like to draw the attention of the hon. Minister of Railways to another aspect. The people of West Bengal, Kerala, Himchal Pradesh, Orissa, Andhra Pradesh and so many States are feeling that they are being deprived by the Railway Department for decade after decade and they are neglected in the railway map of India. I urge upon the hon. Minister of Railways to take positive and suitable steps to try to remove the plight of those States so far as Railways are concerned.

I will only mention some projects of West Bengal which have been pending for years together. They are the Belurghat-Ekalachi, Digha-Tumluh and Howrah-Amta projects. These projects are pending for years together. The people are feeling frustrated. They do not know as to when these projects will be completed and

executed. I also mention that some work should be done immediately by the Railway Department on the construction of new railway line from Tarakeswar to Arambagh. Tarakeswar is a place where thousands of pilgrims and devotees visit the temple there. The doubling work between Sonarpur and Canning and between Barnipur and Lakshmikantpur may be taken up. The Sonarpur -Canning line may be extended up to Sonakhali and Dhomakhali which is included in the Sundarbans area.

I congratulate and pay my gratitude to the hon. Minister of Railways for taking a bold decision for absorbing all casual workers in the Railways. It is a just and good decision.

Another matter which is coming in the limelight regarding Railways is that everyday hon. Members are agitating regarding robbery and looting in the Railways in different States when the trains pass through those States. The Railways should come forward and in liaison with the other concerned Departments take steps so that the looting and robbery in the Railways is prevented immediately.

I would like to mention some problems of the city of Calcutta. Calcutta is one of the greatest cities of our country. It is not only the heart of Eastern India but also of the entire country. One hon. Member mentioned about the number of daily commuters who are coming to Calcutta daily. But that is not the real number because there is a lack of facilities in the Suburban trains in Calcutta. They are not getting so many facilities like Mumbai. There is a lack of suburban train facilities. That is why nearly about one crore daily commuters are coming to Calcutta and are plying by overcrowded buses, sometimes sitting on the roof of the bus as there is no proper facility of suburban trains in Calcutta and in Howrah and Sealdah stations. Daily near about one crore people come to Calcutta as daily commuters to earn their bread and livelihood. I urge upon the hon. Minister that more money should be allocated for the Calcutta Metropolitan Transport Project, Circular Railway and for the Metro Railway. More money should be allocated in the greater interests of the country.

Lastly I urge upon the hon. Minister to take some important steps. In the Budget speech he mentioned before the House that the Railways would take care of people of backward classes and of people backward areas who are living in remote and farthest corners of the country so that they are brought into the mainstream of our country. There are lakhs of *dalits* and other Scheduled Tribe people who are living in the Sundarbans area. If there is no Railway facility how can they come and be brought within the mainstream of the country, that is Calcutta?

Sir, it is a tourist centre. It is a big forest. It is famous for the Royal Bengal Tiger and it is famous for the crocodile. It is a tourist centre and many foreigners are coming to visit the Sundarbans.

[Shri Ajay Chakraborty]

It will be useful for that purpose also. So, I urge upon the hon. Minister of Railways. I have met the hon. Minister of Railways so many times. I draw his kind attention to the plight of our people regarding the railways. So, I invite and urge upon the Minister of Railways that he should declare it before the House. I think that he will declare at the time of his reply about the electrification of Barasath-Hasnabad section.

I again urge upon the Minister of Railways that he should consider the electrification of Barasath-Hasnabad section which is only 50 to 52 Km and the survey has already been done two years back. He should take a note of it. I hope the Minister of Railways, who is representing the *dalit* people and fighting for the *dalit* people year after year and is famous for that, should do something to help the *dalit* and down-trodden people of the Sundarbans and make arrangements for the electrification of the Barasath-Hasnabad section immediately. He should declare before the august House what steps he is going to take.

I thank the Chair for having given me this opportunity.

[Translation]

SHRI NIHAL CHAND CHAUHAN (Sriganganagar) : Mr. Chairman, Sir, thank you for giving me an opportunity to speak on the budget presented by Hon'ble Minister of Railways. Some Hon'ble Members have supported this budget while some have opposed it. I also oppose its certain provisions.

Hon'ble Minister of Railways have made announcement in regard to several railway works to be undertake in Bihar, Karnataka, Andhra Pradesh and Tamilnadu but he has not announced even a single railway line for Rajasthan. No new rail line has been announced for the BJP ruled States or where BJP is extending support to the Government. I mean to say that there is no provision for new line for Rajasthan, Delhi and Maharashtra. Keeping in view all these things I would like to submit that he has not made announcement for guage conversion in Rajasthan. In this way gross injustice has been done towards Rajasthan. This is neither a balanced nor a development oriented budget. It is election budget. I would like to say that with the increase in Petrol prices the rail fare would further increase. Fare for sleeper class has been increased by 5 percent and freight by 12 percent, the Members of Parliament have been taken for a ride because the fare of first class, two-tier, three-tier etc. of our conditioner class has been increased by 10 percent which is equal to 30 percent. Here, I would like to cite an example that the fare of first class air conditioner has been increased from Rs. 1890 to 2270, Second Class A.C. from Rs. 1010 to 1235 and ACC three-tier from Rs. 640 to 830. Thus you have put burden on

common people. Hike in freight rates has affecting the common man.

Mr. Chairman, there is an indication of increase in the fare of Shatabadi Express and Rajadhani Express by 10 percent which is equal to 30 percent. I request the Hon'ble Minister of Railways that he should reconsider it. De reserve posts lying vacant in railways should be filled up and casual labourers should be regularised. Hon'ble Minister of Railways has stated in his speech that Planning Commission has approved Rs. 4400 for the development of railways. This amount is not sufficient. I request to you that you should make recommendation to Planning Commission to provide more funds for railway budget. Railways plays an important role in the agriculture, Industry and economic fields. Railway is a Welfare Institution. Railway Budget should be given due consideration as the general budget.

Mr. Chairman, transportation of goods through railway which was 70 percent in 1951-52 has reduced to 20 percent. As such, how would railway progress? I extend my congratulations to Hon'ble Minister for introducing new direct train from Sri Ganganagar to Haridwar. On the very first day this train reached four hours late. What would be its future? My Parliamentary Constituency, Sri Ganganagar is on Indo-Pak Border. Barring, Sri Ganganagar there is no train from Mandi to Vindhya in this area. Direct rail service should be provides from Sri Ganganagar to Ajmer and a direct train be introduced from Anupgarh, Suratgarh, Hanumangarh, Sangaria etc. or air conditioned and ordinary coaches should be attached to trains from Delhi directly.

Rail service from Sri Ganganagar to Mumbai has been scrapped. Therefore, a direct train from Delhi to Mumbai Via Sri Ganganagar should be introduced or two AC and two ordinary bogies should be attached with trains running from Mumbai to Delhi via Sri Ganganagar. Hon'ble Minister had gone to Udaipur on 16th September. There he made an announcement to the effect that concession would be provided to the acridated Journalists of district in the railway journey. He had stated that this scheme would be implemented by November but he has not issued order so far. Before concluding I request to the Hon'ble Minister that in 1978, 1984 and 1992 announcements were made to convert metre guage line into broad guage line from Sri Ganganagar to Swaraj Shahar. Despite bringing proposal to this effect three times in Lok Sabha that line has not been started so far. You have included this proposal in the budget of 1995-96. The length of metre guage line from Sri Ganganagar to swaraj Shahar is 160 Kilometres. This line should be started immediately so as to provide rail service upto Sri Ganganagar district which is based on agriculture and industry.

Earlier also, I had requested you to set up Railway level crossing. I had also requested you in this regard

in the meeting of Northern Railways and many a time I have sent written request to you. The new Railway crossings be sanctioned for Mandi Yard Raisingh Nagar and 12 tike and Faujuwala of Shri Ganganagar and Manwa, Dholipal, Bangulawali and Ramgarh (Mohar) of Hanumangarh district. Mandi Yard Raisingh Nagar is situated on both sides of railway line. There is only one railway crossing. One more railway crossing should be sanctioned there. The biggest fair of North India is organised in Nawan, Dholipal, Ramgarh area of Hanuman district. This fair is organised in the name of Jahar Ver Gogaji where the devotees of Delhi, Haryana, Punjab and Uttar Pradesh come to worship. Railway crossing may also be sanctioned there. With these words, I conclude.

SHRI HINDU RAO NAIK NIMBALKAR (Satara) : Mr. Chairman, I am thankful to you that for giving me an opportunity to speak on the Railway Budget. In the last Budget presented by Hon'ble Ram Vilas ji, Maharashtra was ignored. We had criticised that within the Party. But we praise it with open hearts, welcome it and also thank that when you were presenting the Budget here, the people of Baramati-Launad-Phaltan area were rejoicing, they were celebrating Diwali there. For the last 40-50 years there had been agitation in that area for this dam. The said area was represented by a great leader of India, Shri Chavan fortunately now I have got the opportunity of representing that area. This question has not been solved for the last 50 years. I had raised this matter on July 23, 1996 under Rule 377 and I insisted on it. I had also tried to raise this matter in the supplementary Budget also and insisted to Ram Vilas ji for it. In regard to Baramati-Launad-Phaltan many leaders helped us including the members of my Party, former Prime Minister Shri Chandra Shekharji, Former Minister of State for Railways, Shri Bhakta Charan Das ji the officers of Railway Department. All of them guided us and helped us. With this I would try to raise some points in my own mother tongue. There are two-three points.

SHRI RAM VILAS PASWAN : Is no gateman deployed there for duty during day-time?

SHRI HINDU RAO NAIK NIMBALKAR : The gateman is deployed from 7.00 A.M. to 7.00 P.M. But at night the gate is closed due to where ten villages of that side remain in accessible during night. No guest can go. Neither any one can jump the wall. If there is delivery case or an accident, no one can go even upto Rahamatpur.

*Mr. Chairman Sir, the demand for overbridge is being continuously made since 1975. On 15th June, 1975 there was an accident at Shirdhon level crossing gate 35 persons died in this accident 45 persons lost their livelihood. Their life was completely destroyed. There were accidents at 3 level crossing gates at Bargaon, Shirdhon and Katapur in Koregaon Taluka. The gates were in reinstalled after the accident. But the

situation today is that gateman are deployed there on duty from 7 a.m. to 7 p.m. Once the gate is closed at night many villages of this Taluka namely Katapur, Gogawali Wadi, Godsewadi, Mangalapur, Shirdhon, Tandulwadi and Wathar Shiroli are cut off from other areas. Even if there is an emergency case of delivery it is not possible to take the patient from these towns to Rahimatpur. In an emergency case, it is not possible to take a patient to the hospital. Though the demand for overbridge has been made since 1975, so for it has not been constructed. Today also I would like to make the demand for overbridge at Shirdhon in this house. But before this demand is fulfilled, it is necessary to urgently post watchman during the night at Shirdhon level crossing. Presently, if a guest comes he cannot reach these villages. Emergency case cannot be taken to hospital. Even if there is accident there, it is not possible to take patients to Rahimatpur hospital once the gate is closed.

Phaltan-Pandharpur-Kurduwadi railway line is being demanded since British times. I would like to point out that the lands have been acquired by the Railways. The Railways are having necessary revenue documents of this land. But I do not know whether the Railways are aware about the location of the land in their possession. Railway officials do not speak anything in this connection. We again raised the question of Phaltan-Pandharpur-Kurduwadi railway line. But the proposal is pending over the question of acquisition of land at Kurduwadi. Therefore, it is necessary to take up Phaltan-Pandharpur-Kurduwadi railway line. Pandharpur is the sacred deity of Maharashtra. Every year nearly 20 lakh devotees of Maharashtra, Karnataka, Andhra Pradesh visit Pandharpur. For 'ekadashi' is every month a few lakh people visit Pandharpur. 'Varkaris' from western Maharashtra and Konkan go to Pandharpur every year. So, if Pandharpur-Kurduwadi railway line is constructed it will enable lakhs of 'Varkaris' to reach Pandharpur without any difficulty. So, I would like to request the Government to take up Phaltan-Pandharpur railway line which is being demanded since the British days.

The condition of Satara railway station is really deplorable. Reservation facility is not available at Satara railway station. Even if an M.P. has to travel from Satara, he has to telephone Hubli station for reserving his ticket. From Hubli one can get ticket for Mahalakshmi or some other train. So, I demand that reservation facility for all trains should be available at Satara. Mahalakshmi Express reaches Satara at 11 o'clock in the night. Near Satara there is a railway station called 'Neera' which is old and caters to the needs of several talukas of Satara. I would like to demand that Mahalakshmi Express should have a halt at Neera.

I would like speak a word about Kolhapur. Recently the Government has started air services at Kolhapur. Kolhapur is developing fast as a big industrial city. Kolhapur has its own importance. One of the "three and

* Translation of the Speech originally delivered in Marathi.

[Shri Hindurao Naik Nimbalkar]

half Peethas" Mahalakshmi Peeth is there in Kolhapur. The descendants of Chatrapati Shivaji reside in Kolhapur. As you are plying Shatabdi Express between Mumbai and Pune, I request Shatabdi Express should run between Mumbai and Kolhapur. I am sure that this Shatabdi Express between Mumbai and Kolhapur will definitely prove to be revenue earning for the Railways.

I would like to make another request to Hon. Minister. As you have completed several projects, the name of Ram Vilasji is very popular in several areas as Smt. Indira Gandhi's name was very popular. Even though I belong to Shiv Sena let me point out that Ram Vilasji is becoming very popular in several areas. However, let me say that what you are giving us is very meagre. It is like serving some food to a person and just take it back he starts eating it. While the estimate is of 75 crores of rupees. You have allocated openly 1 lakh of rupees. If inauguration is to be done, this amount won't be adequate for releasing its advertisement. Regarding this Budget, I would like to make only one request. But I hope that I am not misunderstood and what I say is not wrongly interpreted.

[Translation]

Please don't take otherwise what I want to say to you, I would rather, hope you will take them easy.

SHRI RAM VILAS PASWAN : First please get the budget passed lest there may not be any funds available.

SHRI HINDURAO NAIK NIMBALKAR : We want that you may take our utterances easy. Here two Ministers of railways are present which belongs to Bihar and Uttar Pradesh. I would also like to say to my sisters sitting here not to take my views in bad sense. Day before yesterday I heard a song.

21.00 hrs.

Sir, day before yesterday I heard a song which goes like this—"Ek Chumma de de uske badle mein U.P. Bihar le le." Now two Ministers in the Railway Ministry came from such generous states. We people belong to Shiv Sena. We are also praising him. We would like to have friendly terms with him. Therefore, we expect him to give something to me in his budget. Once again, I thanking him and expressing my good wishes to him, resume my seat.

SHRI PARASRAM MEGHWAL (Jalore) : Mr. Chairman, Sir, I support the Railway budget but the interests of lower level employees have not been taken into account in the rail budget. Whether there is a railway accident or derailment, lower level employees like Gangman, have to attend to their worker anywhere. Be it winter, summer, rains or chilling cold weather, they have always got to be ready for the Railways. Most of the time these people have to stay in forests. Their

quarters are in forest where no schools available for education of their children nor any hospitals. Through you I would like to request the Minister of Railways that some provisions be made in this rail budget for those lower level employees so that their children can get education and they must get some facilities for their health. They have to travel distances of 50 or 60 kilometres with their children away to get treatment for their children but there is no facility available for them, so they have to return back disappointed and they have to get their children medically checked in the private hospitals where they have to pay even medicine charges and doctor's fees apart from spending on fares for their journey to and fro. Some provisions should be made in this rail budget for their convenience because these people are always ready for serving the railway.

Mr. chairman, Sir, secondly honourable Minister has made a number of announcements regarding track conversion. I welcome those announcements but there are some irregularities in those announcements. Such as one particular rail link has been provided at both ends but a 200 kilometres stretch in between has been left out. This will cause great difficulty to those poor people because they will be cut off from both ends. The direct trains meant for their area will not be available to them and it will cause great difficulty to them. They are also part of this country. They are also poor. Therefore, I request that this should not be done. Those parts which have not been touched by the rail link or broad-gauge should be connected. They will shower their good wishes on you. Hon'ble Minister of Railways has always shown his concern for the poor and have worked for downtrodden and backwards people. I welcome the works done for these people. If the backward areas in which the developmental work is at stand still in the absence of railways, are provided with rail facility, then they will be benefited and they will remain connected with railway forever and in this process will certainly make progress.

Hon'ble Minister of Railways has made a number of announcements also. Besides he has said in his budget speech that he has not increased the fare but I would like to say that it is correct that he has not increased freight charges on urea but he has certainly increased the freight charges on coal which is used in the making of urea and has increased the freight charges on all the ingredients used in the manufacture of urea which will certainly affect the prices of urea. Whether other items, on which freight charges have been increased, will not increase the price of Urea? The Minister of Railways and the Prime Minister both are well-wishers of the farmers and the Prime Minister announces that he is a son of a farmer and that they have not increased the freight charges on Urea. Urea is not made of just one component. They have increased the freight charges on all the items used in manufacturing of Urea. Freight charges on all the raw material have been increased. He makes

announcements keeping in view the interests of agrarian people but the result thereof does not favour them. Either he should not make such announcements or should ensure that their real benefits reach to those people.

I have one more request to make about Navjeevan Express which runs from Chennai to Ahmedabad, if he extends this upto Abu road then people will be highly benefitted from this. People of Western Rajasthan who have their business in South, will be greatly benefitted from this because they lost most of their luggage while shifting from one train to another or find their luggage lifted by lifters. Many a time their pocket are picketed. If this train extended upto Abu Road then these people will be greatly benefited and the recurrence of such incidents will also get reduced in number.

Hon'ble Chairman, I thank you very much for giving me time to speak.

[English]

SHRI P.C. THOMAS (Muvattupuzha) : Thank you very much, Sir. It is a great privilege to take part in the discussion on Railways.

As has been pointed out by many of the hon. Members, the Railways is one way which connects the national integration and does everything to connect people from different areas. I would have liked to speak in Hindi but I do not take risk at this time because I may go a bit slow like some of the passenger trains. So, I would not like to take this opportunity, to take a risk in that nature.

I am very happy that the second class fares have been brought down. I would have been more happy if the same yardstick was used for measuring the sleeper class passengers also because they are not on a different footing. I would have been happler if a policy decision was taken to give incentives to travellers who use railways more and more. For example, people travelling to a longer distances, may be from here to Jammu, may be from Chennai to Delhi or from here to Kerala - anywhere - the more you go, the fares must come down. I think, this is a principle which is being adopted by many countries who are using rails. But unfortunately, because of our resource crunch, we are not in a position yet to think of those who are travelling more to be accommodated and welcomed by taking lesser fares for a particular distance which they cover. I think, that must be a policy decision which has to be taken.

Secondly, I would think that the Railways must make an earnest attempt to bring more and more people into the Railway network for people to use railways for goods and for all purposes. I think, goods traffic is something which the Indian Railways should give great importance. I think, this is one way to make more profits. But it will be unfortunate to think that the goods fares should be increased for making more profit.

Sir, I am sorry that 12 per cent has been charged for goods and I think, that will be doing injustice to the principle that more and more people should be attracted to bring their goods through Railways. I am sure, when we have a resource crunch of this nature, especially in the petroleum sector, we must think of diverting our attention regarding traffic of goods more to the Railways and the Railways can be made more profitable.

I think it could not just be doubled, but it could be made ten times if an earnest effort is made. I do not think that more goods are not coming because our Railways is not competent for that. I think that we are not marketing it in this particular way and we are not trying our best to get more goods traffic in our passage of railway.

I do not want to speak more about the general aspects of the Budget. I do not also want to speak more about my State now that it has been well represented here by my predecessor speakers. I think as far as Kerala is concerned, the Minister also has now taken a view that there has been a little too much injustice that has been done to the State. I think, that is why the Minister has also taken care and pains to make some declaration in the House while the discussion is going on. I am very happy that the Minister has assured that amounts for doubling as well as for some other projects will be enhanced for Kerala. However, I have one suggestion with regard to the doubling. It is our most prestigious project, which all the Members from Kerala are projecting and the Government of Kerala also would like to project. I would submit that some earnest efforts must be made to see that the entire money that is given is utilised. I do not think that it is the land acquisition that matters. But, as far as Shoranur-Mangalapuram is concerned, the land acquisition is not a question which is going to pose a problem.

I think the Railways must give some important offices also to Kerala, so that the works for which funds have been given or for which you are going to give funds will be utilised within the scheduled time. We have been asking for one office of the Chief Engineer (Constructions). We have been told that it was once allowed also. Though it was granted to Ernakulam, it was not started just because the particular person who was asked to go to Ernakulam about four years back did not like to go to Ernakulam and he opted to take leave and that ended in an injustice to Kerala. I would say that office itself did not start at all. So, my humble submission is that the hon. Minister may please see that - though this is not a Budgetary aspect - an office of the Chief Engineer (Constructions) is given to Ernakulam at the earliest, so that the whole construction work can be supervised in a better way.

As far as other projects are concerned, I would submit that the amount which is being promised also may not be enough as far as the total magnitude of the work is concerned. For example, whereas Rs. 240 crore

[Shri P.C. Thomas]

is necessary for the work of doubling from Shoranur to Mangalore, the amount which has been given and promised is a paltry portion of the total project amount. Therefore, I would urge upon the hon. Minister to see that more funds are given to Kerala in the years to come. I am sure that he will be presenting more and more Budgets in the coming years.

I would also submit that electrification is one process where our State has been completely left out. Though the total electrification that has been taken up in India is much more than what could be thought of in the Budgets which have come regarding Kerala, I think that something should be done in this respect immediately. My predecessor speaker Shri P.C. Chacko - now he is in the Chair - cannot address him by name - while speaking of the Budget gave details and referred to the income that was derived out of the investment that is being made.

He was trying to show that the proportion was very high as far as the income that was derived from Kerala is concerned. The proportionate income is much less and it is going down lower and lower.

I would just try to point out one aspect which would show that the projects given to Kerala, compared to the total population are very meagre. It is a great injustice and we have to see that in further years to come this should be taken into account. I am not going into the full details but I may just place one aspect on record.

As per the 1991 census, as far as Kerala is concerned, the population comes to about 2.8 crores and the total rail line length is 1,053 kilometres. By way of this, if we make a calculation, every kilometre of railway line in Kerala is being shared by 27,633 people whereas as per the national average every kilometre is shared by 13,444.75 people. This is a great injustice but this is the truth. When you take other States into consideration, every State is far in excess as far as this particular calculation is concerned. So, I would like to submit that this is a very important aspect to be looked into in further Budgets to come.

With regard to the other projects, I am happy that one new line has been given to Kerala, that is, to Sabarimala. Of course, that is one line which, I think, is very important as far as Kerala is concerned. As far as the backward areas are concerned, as far as the agricultural areas are concerned and as far as new districts where there is no inch of railway line are concerned, this is a welcome step. I would submit that more budgetary support should be given to this line. Also, this has to be sent to the Planning Commission and their approval should be obtained immediately. Further work on this line has to be taken up immediately. I would also submit that other lines proposed in Kerala may be taken up expeditiously.

With these words, I conclude my speech for paucity of time.

[Translation]

SHRI SURENDRA YADAV (Khalilabad) : Mr. Chairman, Sir, I rise to support the Rail Budget that has been presented by hon'ble Minister of Railways, Shri Ram Vilas Paswan and Satpal ji Maharaj in the interest of 93 per cent population of India. I am very happy that hon'ble Minister of Railways has not increased the ordinary class fare, platform ticket, season ticket and freight charges of consumer goods. Besides this he was also set a good example by recognising the agony of daily wage workers and coolies. Alongwith it he provided employment to 1700 people belonging to scheduled castes and scheduled tribes and made 56,000 temporary employees permanent. By doing this he proved himself to be a true sympathiser of the poor. Our farmer leader Shri Nitish Kumar and Mr. George said that Indian Railways is heading towards degradation. Their unhappiness is but natural. So, I can very well understand their unhappiness. People from every walk of life have praised the Rail Budget. I can say that people who are not happy with Ram Vilas Paswan said :

"Kyon aaj usaka jikar mujhe khush na kar saka.
kyon aaj usaka nam mere dil dukha gaya."

SHRI CHHATARPAL SINGH (Bulandsahar) : Get it also written in some coaches.

SHRI SURENDRA YADAV : I would also like to give some more examples. Whenever the members of the opposition hear the reputation of Paswanji or of United Front Government, it is natural that they would be distressed once there was a Pandit called Magha in the court of Raja Bhoj. Pandit Magha was distressed over the reputation of Raja Bhoj and he himself said in the court that :

"Yatha-yatha Bhojasya yasa vinardhart, mam hridaya vidvarse"

Bhoj asked : "kim priya alakata dhavalatya shankya"
Magh Pandit replied "Kahin meri patani ki kali latte saphed na ho jaye, isliye mujhe bahut kast hain." Mr. Chairman, Sir, here "Saphedo" stands for 'yash'. Similarly, these leaders are distressed over the increasing reputation of the United Front.

I wanted like to point out that whereas the hon'ble Minister of Railways has done a praise worthy work by including in the Budget the programmes for the neglected backward areas such as Bihar, Jammu and Kashmir, Uttarakhand, Eastern States and Karnataka he has made Uttar Pradesh, which is a vast state of 15 crore population and which is the heart of India. Unhappy by making a meagre provision of only Rs. 74. crores for it. Gorakhpur in Uttar Pradesh is the head quarters of North Eastern Railway under which also

comes a large part of Bihar. But due to the policy of decentralization, Gorakhpur's importance is decreasing. Therefore, I urge upon him to make expansion of the railway workshop at Gorakhpur which is in a dilapidated condition so that the unemployed youth of Eastern Uttar Pradesh could get employment.

Recently in the year 1996 about 300 unemployed youth of Gorakhpur who were the trainees in Izzat Nagar and Gorakhpur Rail press, sat on dharna and resorted to hunger strike in front of the office of the General Manager of Gorakhpur zone. They were sent to jail. They were lathi charged. I would like to tell the Minister of Railways that we have fought their cause. I have put their problem before him I once again urge upon the Minister of Railways that they should be provided employment as they have now crossed the age limit of employment. Railways have provided training to them. Today they are having children, but are unemployed. I request him to take them in service.

The vacancies for clerks were advertised by Gorakhpur and Muzaffarpur Railway Boards. The youth wanted to appear in the written last but it was cancelled. These boys are unemployed at present. The Chairman of Railway Boards start making fresh recruitment but they are not taking those young persons. I demand that they should be taken in service. They have much hope from the Railways.

The hon'ble Minister has given assurance to accord priority to rail security. I would like to say that cheats and goons are looting the passengers. But would also like to say that the Railway employees whether T.T. or the employees of R.P.F. or G.R.P. leave no stone unturned in looting the poor people. I would like to say that before becoming Member of Parliament I had gone to Mumbai. In Mumbai these constables would ask the people for giving them hundred or fifty rupees each openly in the coach and they would collect it forcibly. When I reached my destination, some people of my area complained to me in this regard. They were very distressed. They have made this complaint to me when a meeting of the Members of Parliament from Uttar Pradesh and Bihar was held in Rail Bhawan. I raised this matter there also. I urge upon him to pay heed to such injustice to poor, down-trodden people. They mete out this type of treatment the poor persons only who are found travelling on the roof of the train. The T.C. and T.T. check the tickets only of the persons poorly dressed and they do not check tickets from the well dressed person who travel without ticket. The hon. Minister has always been the sympathiser of the poor. So, I urge the hon. Minister to pay attention to it.

There is a mention in the Budget for conducting the survey of Khalilabad Naugarh line. The hon. Minister has said that provision for it has been made. I would like to say that provision has been made for doubling

Gorakhpur commissioner are happy on account of it. But I would urge that Delhi Gaunda Khalida Express and Gorakhpur-Dehradun Express should be extended upto Khalilabad. This is an industrial town and a big market of handlooms. Therefore all trains should be halted there. Besides this, the Minister has promised to the people that the Vaishali Express would be halted. I urge him that he should fulfil that promise. One of trains from among Amarpali, Cochin, Jammu Tawi should be halted at Khalilabad. Provision should be made for halt of Bombay V.T. and Saheed Express at Magahar. This is the place of salvation of Sant Kasir. This train may please be halted there. I also urge that expansion of Magahar Khalilabad Railway stations should be made. This is a small station. No express train halts there. I request him one of the express trains should be halted there.

Sir, I would take one minute more. Gorakhpur is a big city. An overbridge should be constructed in place of the present road under the bridge at Dharamshala Market. During the rainy season the passage is filled with water. The over bridge will help free traffic movement. As I have said earlier, the doubling of rail line from Gorakhpur to Sahajanana should be extended upto Khalilabad. I demand that if it must be extended upto Khalilabad. There is a Railway bridge at Pomingadha Gahasand, but there is no footpath there. Thousands of people die there. Therefore, I request that a footpath should be constructed there.

I want to make one more suggestion to the hon. Minister. The retiring Railway personnel have not yet received the amount of provident fund, gratuity etc. even after a lapse of 8-10 years and there are thousands of such people in Gorakhpur. I had met G.M. Gorakhpur in connection with a case of Shri Mangal Prasad, who retired as Commercial Superintendent, Deoria, in the Southern Railways. But he has not received even a single paise so far. He retired in the year 1988 but he has not yet received the amount of Provident Fund, gratuity and overtime. I have cited these names for example, but there are thousands of such persons and the officers are deliberately delaying their case. People have got orders from High Court and Supreme Court for the said payment. But the officers overlook them. I request the hon. Minister to pay heed to this problem.

I wanted to say a lot, but there is the shortage of time. I am grateful to the hon'ble Minister that he has expressed his sympathy for the poor of the country and has made much provision for the poor. With these words, I support the Rail Budget which is development oriented...*(Interruptions)*

[English]

KUMARI MAMATA BANERJEE (Calcutta South) :
Sir, there are only three lady Members present here. You may kindly allow them to speak first...*(Interruptions)*

[Shri Surendra Yadav]

MR. CHAIRMAN : This is a good suggestion. Now, as the time is 9.30 p.m. I will first call all the lady Members to speak.

Shrimati Usha Meena may speak now.

[Translation]

SHRIMATI USHA MEENA (Sawai Madhopur) : Mr. Chairman, Sir, I am thankful to you for giving me opportunity for expressing my views. The Minister of Railways deserves thanks for the relief he provided for lower income group people in the Rail budget. I represent the Swai Madhopur constituency which is a tribal dominated area in Rajasthan. The announcement made in the Railway Budget for introduction of new railway trains and construction of new rail lines would benefit only Jodhpur, Barmar, Jaisalmer areas of western Rajasthan. In my constituency, Sawai Madhopur, he has included Dausa to Gangapur rail line. I am very thankful to him for that but Gangapur to Karoli rail line has not been included which covers a distance of only 30 kms. The survey work of Gangapur to Daulpur via Karoli has almost been completed but he have not included it in the Budget, whereas I myself met him several times for this. At that time he gave me assurance that it would be included in the Budget after receiving the survey report, but he has not done so and it has not been included the budget. There are a number of mines in my Constituency and there remains the constant danger of dacoits from the ravines of Chambal. Keeping it in view it is very important to link my area with Rail facility. If rail facility is provided, it would benefit the owner of mines, employees and labourers for transportation of goods and the help increase Railways revenue. It would also remove the fear of dacoits and fulfil the demand which has been raised for the last 40 years.

Sir, it pains me to point out that on the one side Paswanji is the sympathiser of scheduled castes and scheduled tribes people and on the other side not a single member of Parliament belonging to scheduled castes and scheduled tribes was satisfied over the trains and main railway lines sanctioned in Rajasthan. Besides this, I have raised the issue of loco shed in Gangapur several times and have also made written requests to the Minister. Whenever I meet him I always raise the matter but due to shifting of loco shed to Kota, the railway property worth thousands of rupees has been lying idle and thousands of employees has been rendered jobless. So, I suggest that the property of railways should be properly utilised and arrangements should be made so that people could get employment. I have appraised the hon'ble Minister of this matter 2-3 times. Why does he say that they work for SC, ST people. We consider him to be sympathiser of SC and ST people. I came to him four times for this work. I have also met the Prime Minister in this regard. He always gives assurance.

SHRI RAM VILAS PASWAN : You tell one thing. When it was shifted to Kota, it was not done by us. It was shifted earlier. It would be done by finding some way out so that the people of Kota may not hurt.

SHRIMATI USHA MEENA : I am not saying that it should be brought back.

SHRI RAM VILAS PASWAN : Had we done it in our time, we would now shifted it back.

SHRI RAMESH CHENNITHALA (Kottayam) : You should have lighted the lamp in the house which was in darkness for centuries.

SHRI RAM VILAS PASWAN : Where there is light, it should not be put off. It was shifted to Kota earlier. You want to bring it back. What the members of Parliament of Kota will say about it. It is in our knowledge. We are looking into the case of rail line.

SHRIMATI USHA MEENA : You will have to do that because the credit of what was done from Ransa to Gangapur goes to the earlier Minister as it was his constituency. We have been making a demand for it for the last 40 years.

You might be aware that the stones used in Parliament House building are Karauli stones. Karauli is a religious place having temple of Kaila Devi who is worshipped as Vaishno Devi. People of the area are deprived of rail-line. This 30 metre. Section can easily be connected with Dhaulpur. Probably, it has been surveyed and the survey report would have been presented.

SHRI RAM VILAS PASWAN : Will you please state the areas which you are talking about?

SHRIMATI USHA MEENA : From Gangapur to Daulatpur via Karauli...(Interruptions)

SHRI RAM VILAS PASWAN : Please continue you speech.

SHRIMATI USHA MEENA : Please make it clear whether you are serious about connecting it or will continue promising only because the tribals do not believe it. Only responding in affirmation will not do because we have been demanding for the last ten months to connect it. None of the three-four works given in writing by me in this regard has been done to satisfy us.

Superfast train running between Jaipur to Mumbai via Sawaimadhopur should be stopped at Niwai in Tonk District since famous Vanasthali Vidhyapeeth girls' school is located there. Girls have to come across a lot of difficulties due to non-stoppage of this train. Secondly, if the superfast is stopped at Digimulpura where Kalyanji fair is organised and which is attended by lakhs of people, it would be very useful.

I have one more small request to make. Trains are running on broadgauge line in Gangapur and Hindon cities of my Parliamentary Constituency but there is no overbridge. People face lot of difficulties due to running of superfast train. Such flyover is very essential in mid of the city.

I request the hon. Minister of Railways and Sepcially Shri Satpal Maharaj and I would be highly obliged if he, keeping in mind his followers in Sawaimadhapur, gives a concrete shape to two-three works.

I once again thank you for presenting a good Rail-Budget. I would also like to thank Mr. Chairman for providing me an opportunity to speak.

SHRIMATI BHAVNABEN DEVRAJBHAI CHIKHALIA (Junagarh) : Mr. Chairman, Sir, I rise to oppose Rail-Budget. Indian Railways symbolises India's unity. Almost all the members of United Front have showed praised on the hon. Minister of Railways. I suppose, the Rail-Budget presented in the House to be passed is likely to increase inflation, prices as well as regional imbalances. I do not know, why it has been praised. My suggestion is that Budget should be distributed after conducting a state-wise study. The step motherly treatment meted out in it is quite evident. Several states have become victim of partiality in regard to allocation of Rail-Budget. I would like to remind the hon. Minister of Railways of Something which dates back to 15.11.96. Asiatic Lion is found in Junagarh. It has not only its historical importance. But has a religious importance also. There is a plan of Rs. 100 crore for gauge conversion of Rajkot Verawal section for the development of Junagarh but only Rs. 13 crore have been provided. There is a proverb in Gujarati - 'Ek man ek Poodi'. When he (the Minister) visited Saurashtra, he had promised the people of the area that he would make provision for the area in the next budget i.e. this year's Budget but the people of the area are greatly disappointed.

SHRI RAM VILAS PASWAN : How

SHRIMATI BHAVNABEN DEVRAJ BHAI CHIKHALIA: Because, he had promised to include Surendranagar-Bhavnagar in Rail-Budget. Porbandar is the birth-place of Father of the Nation Mahatma Gandhi but the Proposed train from Gandhidham-Bhuj and Porbandar to Delhi could not be introduced. Mr. Chairman, Sir, I would like to request the hon. Minister to pay his attention to it. I would also like to remind him one more thing that Shri Lal Bahadur Shastri, who gave the slogan of 'Jai Jawan, Jai Kishan', was instrumental in obtaining a special status for India and enhanced its prestige and resigned from his office on occurrence of just one rail-accident. But today, almost everyday train decoities and train accidents occur. Not only this, the women passengers of trains are made victims of misconduct and atrocities even then these things hardly matter to the present incumbents. I hope that, he would remember Shastri ji and learn something from him.

SHRI RAM VILAS PASWAN : What does she want, should I too resign?

SHRIMATI BHAVNABEN DEVRAJ BHAI CHIKHALIA: He may think so.

SHRI RAM VILAS PASWAN : She stated about three rail-lines. Rajkot-Verawal section is of 1994 Budget and, as she said Rs. 5 crore have been spent thereon during the last years and Rs. 13 crore have been provided for this year. We are short of funds. Thus, we had two options - either we could have maintained status and or we could have avoided incurring any new expenditure. But we do not so. Since I am interested in the development of Railways, and make it speedier I want that some work should be done for this purpose and money should also be provided for this purpose but I told that it would be considered. The Government made as such funds available for this work as it could but she said that it disappointed the people of the area. But in my opinion, disappointment would have taken place in the condition if Rs. 50 crore were to be provided during the period of five years and only Rs. one crore would have been provided for one year. If Rs. 5 crore were provided for three years and now Rs. 13 crore are being provided for the current year, then what leads to disappointment? Work on Gandhi-Bhuj section is also to be undertaken and funds have also been provided for this purpose. Thirdly the plan regarding Surendranagar-Bhavnagar has been referred to cabinet and after its passage from the cabinet CCA will grant supplementary Budget for this purpose. I will see to it, that it gets through there. After obtaining the Government's approval, the work will be started. She had gone abroad where I was looking for her.

SHRIMATI BHAVNABEN DEVRAJ BHAI CHIKHALIA: My foreign visit was scheduled earlier while first of the month was fixed for meeting which was later rescheduled for 15th of the month.

I would like the hon. Minister to reply other points also. I have always stressed that injustice have been done and is being done to Gujarat by the Union Government, be it regarding royalty on crude oil, gas-based power station or Sardar Sarovar Scheme. There has been persistent demand for setting up western Railway headquarters in Ahmedabad but that also has not been done. The conversion of Modasa-Kaperdvanj, Ahmedabad - Himmatnagar and Ahmedabad - Bijapur line and Samkhyadi - Palanpur metre gauge line, will reduce the distance between Kandla - Delhi by 400 K.M. It may also help in saving Rs. 200 per quintal in goods transportation. It has been stated that the Government of Gujarat, Salt Commissioner and Salt Industries Association are ready to bear all the expenses likely to be incurred on the conversion of Dhangda - Kunda line. Why is the Government not sanctioning this project? The salt industry can also be benefited if this project is sanctioned.

Due to train accidents, the faith of passengers on Railways is diminishing and the goods are being transported more by road than by rail. Keeping all these points in mind, Rs. 100 crore should be allocated for Junagarh - Viraval - Rajkot broad gauge line. More

[Shrimati Bhavnaban Devraj Bhai Chikhalia]

provisions have been made for the states like Andhra Pradesh, Tamilnadu, Assam, Uttar Pradesh, Bihar Jammu and Kashmir and Karnataka but for Gujarat which is a leading industrial and commercial state, a provision of only Rs. 35.29 has been made. I would also like to know the criteria of allocation. I would like to request him to consider about the trains which I have mentioned. Keeping in mind all the points relating to Gujarat.

Two trains start in night from my parliamentary constituency Junagarh-one is Somnath mail and the other - Girnar Express. There is no train in the day time. I would like to request him to introduce a new train from Junagarh to Ahmedabad starting in day time. So far as the cleanliness is concerned, almost all the members have stated that there should be proper sanitation of toilets as well as coaches. The passengers have to face a lot of difficulties since the trains are not cleaned properly. Some more coaches of second A.C. should be added to Somnath Mail and more second class coaches to Girnar Express.

I shall conclude my speech by making one last point. A big religious fair of Shivaratri is organised at Bhavnagar temple in Girnar. Around seven to eight lakh people gather there at that time. I had reminded the hon. Minister earlier also to introduce an extra train at that time. I, again request the hon. Minister to introduce an extra train at that time for that place.

Mr. Chairman, Sir, I thank you a lot for providing me an opportunity to speak.

[English]

KUMARI FRIDA TOPNO (Sundergarh) : Mr. Chairman, Sir, I rise to congratulate Ram Vilas Paswanji, the hon. Railway Minister for presenting his second Railway Budget. I also congratulate him for regularising 56000 casual labourers. I support the Railway Budget presented by the hon. Railway Minister.

He has tried to project the Budget as a pro-poor one and has described it as pragmatic, practical and development-oriented. His version to make Railways to function not only as a commercial institution but also as an efficient public welfare organisation for the development of the backward regions is commendable. His efforts to take Railways to the North-Eastern regions of Tripura, Mizoram, Nagaland, Manipur, Meghalaya, Arunachal Pradesh, Sikkim and Kashmir are remarkable and historical. Apart from this, he has declared many new lines to be laid, old ones to be developed and many new trains to be introduced.

Sir, while congratulating the hon. Railway Minister for his efforts to develop Railways in the backward and tribal regions, I am sorry to say that my State in general, and my constituency in particular, could not come under his purview of 'backward-tribal region'.

Now I want to mention some of the problems of my parliamentary constituency and my State, Orissa and regarding the development of Rourkela Steel Plant, I would like to say that the Howrah-Mumbai railway line is the only one running through my parliamentary constituency. The Steel City of Rourkela station is an important railway station of my constituency. I have been demanding on the floor of this House for providing terminal facilities at Rourkela station. Because of this, new trains could not be introduced from Rourkela to other parts of the country. I would request the Government for placing funds for providing terminal facilities at Rourkela.

Platform numbers four and five in Rourkela have been made operational since the last two years but there is no overhead shed. Passengers face a lot of difficulties during the rainy season and summer. Steps may kindly be taken for immediate construction of sheds over platform numbers four and five. The railway line which has been laid from Rourkela to Bimlagarh is used to bring iron ore to Rourkela Steel Plant. The remaining portion of Bimlagarh to Talcher rail line is to be laid down. This will have a direct and shortest route from Rourkela to Bhubhaneswar, the capital of Orissa. This will attract the industrial houses to Bonai Sub-Division of Sundargarh district, my constituency. This railway line was surveyed in 1977. This may kindly be resurveyed during 1997-98.

Sir, my district headquarters is not connected with railway line. Steps may kindly be taken to connect Jharsuguda-Sundargarh-Jaspurnya by a flyover bridge at Basanti Colony and Kukda Gate in Bandamunda-Bisra railway station. Steps may also be taken for the construction of a foot overbridge at Jaraikela, Bhalulata and Hemgiri railway stations. Many precious lives have been lost due to accidents at Jaraikela railway station. Government had assured me earlier that these three railway lines and foot overbridges would be constructed, but till now no steps have been taken.

I appeal to the Government to sanction funds for construction of foot over-bridges at Jaraikela, Bhalulata and Hemgir Railway Stations without further delay.

Sir, now, I will come to introduction of new trains and extension of existing trains. Rourkela is the nerve centre of my Parliamentary Constituency. Due to Rourkela Steel Plant, people from all over the country are serving here but many parts of our country are not connected with Rourkela. I would request the Government to consider extension of Amritsar-Tata Nagar Express to Rourkela.

Sir, a part of Nizamuddin-Sambalpur Express, that is Hirakud Express, which used to go to Rourkela is being discontinued detached from Jharsugura. I would urge upon the Government to re-introduce this train and extend it upto Rourkela as was done previously. Introduction of Pantry coach in Bokaro-Alleppey train is

a commendable effort of our hon. Railway Minister. I would request him to attach one AC-II Class coach in this Bokaro-Alleppey Express.

Sir, Sambalpur-Talcher railway-line is to be completed without any further delay. Rupsa-Bangriposi railway-line should be converted into a broad-gauge line. The work should start as early as possible without any further delay.

Survey work of Khurda-Bolangir railway-line may be started as early as possible.

Now, I conclude. Thank you, Sir, for giving me time to speak.

[*Translation*]

SHRI BRAHAMANAND MANDAL : Mr. Chairman, Sir after waiting for a long time, you have permitted me to speak on rail budget, I am thankful to you for that. I oppose the rail budget, presented in the House. I am unable to understand as to why I should support this budget. There is no binding on me for this.

Through you, I would like to draw the attention of the Minister towards my area and particularly those parts which are known as 'Angika'. For that area there is no provision in the rail Budget even for a single paise and therefore I oppose it. Our friends from Khagria are laughing, they also belong to 'Angika' This is eleventh Lok Sabha and since 1994, or even earlier demand for the construction of bridge on river Ganges between Monghyr and Khagria are being raised constantly. I have also raising this issue time and again. It is not so that it is my brain child but many hon'ble members from Congress sitting here perhaps know that it was announced during the regions of Pt. Nehru that bridge will be constructed on river Ganges. Minister of Railways is well aware because he has said so many times that my home district in Monghyr and Khagria, but whether you want to ruin home district. I want to say to the Minister that in 1994 I had to sit on fast upto death in support of this demand.

22.00 hrs.

Mr. Chairman, Sir whenever the Chief Minister of Bihar and Ram Vilas Paswan visit Khagria and when the people of that area meet Paswan ji then he tells them that they are including it in this budget.

SHRI RAM VILAS PASWAN : No doubt my home district in Khagria, but I have never said that it will be included in this or the budget. We had to select any one out of these two. It was more important to have bridge on Ganges in Patna. It is also important. It can be considered but when one is to be selected out of two than importance was given to the construction of bridge in Patna.

SHRI BRAHAMANAND MANDAL : Alright, hon'ble Minister but whenever I go there the people there say

that they have discussed this matter with Sh. Ram Vilas Paswan. He says that it will be coming in the next budget. I want to say that even after my 14 days fast upto death, Shri Pranav Mukherji, the then Deputy Chairman of Planning Commission, had said that rail cum road bridge over Ganges between Monghyr and Khagria will be constructed at any cost. After that I called off my fast. Present Deputy Chairman of Planning Commission Prof. Madhu Dandawate has also written to Minister of Railways, Minister of Surface Transport and Bihar Government.

22.01 hrs.

[*Mr. Speaker in the Chair*]

Mr. Speaker, Sir, at that time I was assured by Pranav Mukherji of construction of rail cum road bridge over Ganges and no action had been taken on that till now. I am sorry to say that even after the approval of the Planning Commission regarding construction of rail cum road bridge over Ganges in Manghyr, that has not been materialized in this budget. I want to say to hon'ble Minister that the infrastructure, whether it is of rail or road, has great significance from the traffic point of view. I want to say that your Government is there in Bihar and for attracting foreign investment Laloo ji has shown great pump and show and said many more things in this regard. Foreign investors came there and said that investment in Bihar is not possible till the infrastructure is provided there. Therefore infrastructure particularly in the field of transport, whether railway or road, will create employment opportunities.

Mr. Speaker, Sir, Bihar is a poor state and its condition is constantly deteriorating after independence. No signification progress has been made in Bihar. Through you, I would like to inform the Hon'ble Minister that in U.P. length of Ganges in one thousand kilometres and there are 20 bridges on it. It meant one bridge out every 50 kilometre. Whereas in Bihar the total length of Ganges is 500 kilometre whereas there are only three bridges. On this basis also there should be atleast 10 bridges in Bihar whereas there are only three. As such seven bridges are still to be constructed over Ganges in Bihar. It hardly matters whether it is either Mokama or in Patna or Baksar. Sir, with the construction of one bridge atleast one lakh people will get employment. whether you want it in Bihar or not?

Mr. Speaker, Sir, every one is praising Shri Ram Vilas Paswan that he has presented a nice Budget. It is the only factor of my happiness. Not much more than this. I am greatly perferbed. Because we could not get any thing. Ram Vilas is in discussion these days and people are saying that it is a good budget. Apart from this Bihar could not get anything. You see after independence what was given to Bihar. You are praising here and talking but you see what has been given to Bihar. Sir you have ruled for many years.

SHRI RAMESH CHENNITHALA : Other states have been ignored and much more has been given to Bihar...*(Interruptions)*

SHRI BRAHMANAND MANDAL : Through you I would like to say to the Hon'ble Minister that proposal rail cum road project has been approved by the Planning Commission. Promise in regard to demanding a report on that project has been made. It was promised in 1995-96 that Bihar Government would be asked to send if and get it done by railways. We had also receive a letter from railways stating that they agree to it. We want that in the budget speech you should indicate whether you want to do it or not. If you want to do this the time by which it will be done?

SHRI SRIKANTA JENA : We want to go to Khagria.

SHRI BRAHMANAND MANDAL : Second thing is that Shri Ram Vilas Paswan lived in Jamalpur for years. He will go to Khagria.

SHRI RAM VILAS PASWAN : It is very necessary to do it. No need of doing very good. You may proceed further.

SHRI BRAHMANAND MANDAL : I would like to say about Jamaipur Factory. Man power is constantly decreasing there. The number of workers have been reduced from 22 thousand to 10 thousand. I would like to thank some friends from congress. Shri Jaffer Sharief is not done it present. When he was Minister of Railways something was given to Jamaipur. Some load was increased. Every month 30 containers were manufactured there. Every month 50 box wagons were manufactured there. New load was given there. Both Monghyr and Khagaria are home district of Shri Ram Vilas Paswan, Every thing become clear after his arrival. It is said that full project of wagons is being prepared, estimates are being prepared. It is difficult to say whether every month 100 wagons will be manufactured or not in Jamalpur. I would like to tell the Minister that this is a very famous factory in the entire Asia, wherein good quality products are manufactured by workers. Jamalpur factory was selected for repairing by the Britishers 142 years back. What was reason behind that? The reason was that regarding man power the Britishers were of the view that most skilled labourers are in Monghyr and every item manufactured by them was of good quality. There was Gum factory during the British time that is why labourers of that areas were considered superior. That is why Jamaipur factory was set up there. But what happened after independence? 10 thousand workers have been rendered jobless in that area. The population of Monghyr sub-division is two crore. in this way the Jamaipur factory is on the verge of closure.

Through you, we would like to urge upon the hon'ble Minister as to whether he wants to level it as a coach factory, a wagon factory or a manufacturing workshop or not? Now repairing workshop is not going

to solve any purpose. Patch work will not create employment opportunities in that factory. Therefore, I would like to ask the hon'ble Minister whether he can set up manufacturing workshop or not.

I won't take much time I would also like to say something about train dacoity. It is a very serious problem. It is not a question of any political party. When we are talking about the railway budget then all persons must think that there is great tenor in Bihar today. Whenever we board a train then stained frightened people say that it is happening in your rule. I say it is not my rule. You have elected us allright but here we are not in power. Ram Vilas is the ruler. Shri Laloo Prasad Yadav is the ruler-these two persons are sharing power. I am not in power...*(Interruptions)* These were in control then there was no cause of worry...*(Interruptions)*

SHRI DINESH CHANDRA YADAV (Saharsa) : It is in your control that is why it is not being checked.

SHRI BRAHMANAND MANDAL : I would like to say to hon'ble Minister that all parties must think about it. If State Government do not take the responsibility then the railways must have full right of deploying railway police and giving full power to them. Then only you can put an end to terrorism otherwise railway will suffer a loss. People will stop travelling by train, people want to travel by bus, road more, they don't consider rail journey safe.

MR. SPEAKER : You have taken 12 minutes, your time was 6 minutes.

SHRI BRAHMANAND MANDAL : Through you, I would like to say to hon'ble Minister that no compensation is given to the next of kins of those persons who are killed while struggling for protecting the modesty of women. Their property is looted. Therefore compensation should be paid in such cases apart from giving employment to a member of that family. Third point...*(Interruptions)*

MR. SPEAKER : You are talking about third point, whereas your time is over. You have taken three minutes more.

SHRI BRAHMANAND MANDAL : I would like to conclude within two minutes. I want to place some small demands of my area. I am continuously writing but not a single work is being done. There is Jumai district in my constituency. There is no halt for Denapur, Harwrah Express, Delux there. There is much more sale of tickets here. We have said that a city counter be opened there in Jumai because bus owners there compell the people not to buy tickets. Therefore, city counter be opened there. It will be beneficial to railways but it has not been opened. I have said many a times, estimates has also been prepared. I would like to say to hon. Minister that Pawai, Mehsaleti halt is there in my area there D.M.U. train runs stops there. There is great population, estimates for Kharia, Ghoighat halt has been prepared but it has not been sanctioned.

A facility was available to the people of Darhara of stoppage of Vikramsheel. But that facility has also been withdrawn from these people. This facility should be restored for them.

At the end, I would like to say that rail line from Kajra to Kuel has not been doubled. Before Kajra and after Kuel whether you go to Harawah or whether you come from Mughalsarai and Delhi, there is double line. Only a distance of 17 k.m. from Kajra to Kuel is yet to be doubled. I request the hon. Minister as far as I knew that Eastern railway have also prepared estimates. You sanction it and start doubling work.

22.13 hrs.

[PROF. RITA VERMA *in the Chair*]

In the end I want to say that electrification is being done from Sitarampur to Mughalsarai. It was to be completed by 1996 but it could not be completed till now, work is rapidly progressing and will be completed. There is a Jamalpur location workshop work pertaining to PHO of diesel engine is being done there. In the coming days you will have to do all the work whether manufacturing PHO. If you want to keep this working and if not, then there is no problem. Therefore, I would like to say to Hon. Minister that electrification must be done from Sahabganj to Kuel, it must be reflected in the budget.

The revival of that workshop will take place only after doing this work. With these words I oppose this budget because there is nothing in it for us;

SHRI DINESH CHANDRA YADAV : It will be done do it now.

SHRI BRAHAMANAND MANDAL : When it is done I will strongly support it. With this I thank the hon. Chairman. Hon. Minister is being appreciated. I am thankful to him also.

SHRI RAM VILAS PASWAN : You have raised this matter yesterday also and today also. Give the names of those persons who have died while fighting with criminals.

SHRI BRAHAMANAND MANDAL : I will give the names of all four persons.

*SHRI S.S. PALANIMANICKAM (Thanjavur) : Madam Chairperson, I welcome and support the railway budget for the ensuing financial year presented by Hon. Railway Minister Shri Ram Vilas Paswan. I am happy to participated in the discussion sharing my views on behalf of Dravida Munnetra Kazagam. Our Railway Minister, a member of this United Front Government has taken enough care and caution to do a balancing act to bring out a commendable budget. I would congratulate the Railway Minister for his gesture to protect the interests of common man. Second class passengers and daily

commuters of the Railways like the season ticket holders have been spread. This only highlights your attitude to safeguard the interests of the working class and student community. I would like to place on record my accolades for his kind gesture.

1AC, 2AC, 3AC sleeper charges have been hiked by 10%. At the same time, you have also proposed a 5% increase in II Class Sleeper charges. As this facility in II Class coaches are used by common man mostly, I request the Railway Minister to reconsider the proposal to hike sleeper charges. It is needless to point out that ours is an agro-economy and most of our farmers are poor. So enough care must be taken to avoid price escalation of fertilizers like Urea of which prices may be affected by the levying of increased freight charges. Most of our farmers find it difficult to make both ends meet even if they are to work very hard.

In this balanced budget, Railway Minister has rendered justice to North-Eastern region which had been ignored for long. You have proposed laying of new railway lines in the backward regions of Bihar and Utrakhand. Through this act of social justice you have changed the approach of the Railway to go in only for financially viable and lucrative projects. I thought the Minister would be present here when I take part in this discussion. I would like to recall the criticism levelled against our Railway Minister that he is inclined to favour his home State more. Cutting across the party lines, Members from all the sides of this House were heard making this charge during the discussion on Railway Budget last year. I would like to pose a question as to which Minister was ever spared from this criticism. If the Minister wants to escape from this criticism, he may have to invite criticism from the people of his home State. At the same time I cannot but look for your kind heartedness towards our region. The southern region specially Tamil Nadu and Kerala have always been left in the lurch like the uncared for babies. If you are not able to provide justice for Tamil Nadu and Kerala, you may atleast make one of the Members from those States a Railway Minister. If there is no other recourse you may have to resort to this to ensure progress and prosperity in those states.

In the recent times our Railways Minister is laying stress on punctuality, cleanliness and better catering services. We may find some improvement here and there but enough care is still called for. The Railway administration should get a face lift. Our small bearded young Turk like Minister may strive to achieve this.

I would like to bring to your notice the incidence of the deteriorating quality of service in the pantry cars of Tamil Nadu Express. Enough care must be taken to ensure hygiene. Trays and vessels like falsks should be clean. I wish the Railway administration should take note of it. Railway is a public carrier and it should not become a disease carrier. It would be better you take adequate precautions.

* Translation of Speech originally delivered in Tamil.

[Shri S.S. Palanimanickam]

Several aspects of this budget are to be appreciated. But still I am constrained to highlight certain grievances pertaining to my region particularly my constituency. If the Members of Parliament fail to highlight local issues and problems, it would be difficult for them to face the electorate in their respective constituencies. It may not be easy for us to visit areas in our constituencies.

I must congratulate the Railway Minister for his assurance made through this budget that Rs. 10 crores would be allocated to complete the laying of broad gauge lines between Trichy and Thanjavur by the end of May this year. I gratefully acknowledge the kind gesture of the Minister to expedite this ongoing project. You must also ensure laying of broad gauge line between Thanjavur and Nagore. You may do well to allocate funds needed for this atleast when you come to this House with Supplementary Demands for Grants. If you can make more of allocation to complete this project, it would be linking three important religious shrines of three different religions. Three important shrines which are famous and known all over India are there. They bring together three religions namely Hinduism, Islam and Christianity.

Now they are changing. So far they were allowing Members to speak for 15 minutes and more. But now the Chairperson rings the bell.

MR. CHAIRMAN : There are also still 40 Members.

SHRI S.S. PALANIMANICKAM : This railway line in my district will become a symbol of secularism by way of linking three world famous shrines belonging to three different religions. The crying need is to allocate more funds. I would like to point out that the capital town of my district and constituency, Thanjavur is an ancient and historical town. Most of the major towns and the cities, both in Tamil Nadu and in India have all been linked by Superfast Trains and Day Express Train like Shatabdi Express trains. In Tamil Nadu, cities and towns like Chennai, Tiruchi, Madurai, Coimbatore, Salem and Erode have all got the benefits of Superfast trains. But Thanjavur, and ancient town of India, has not been linked with any major city through Superfast trains. Even the railway lines on Thanjavur section have not been upgraded and strengthened for this purpose. I would like to bring it to the notice of the Hon. Railway Minister with a heavy heart. I would like to point out that the plying of Superfast trains via Thanjavur would benefit passengers from Northern part of India especially the pilgrims going to Remeshwaram. I would like the Minister to give due consideration to this proposal.

Another important need I would like to emphasise would be the necessity to link Thanjavur town with Pattukkottai town in my constituency. It is a fast growing town. Laying of railway lines between these two towns were about to be taken up 30 years ago. Even land acquisitions have been completed. But I do not know the reason why it has been kept on the cold storage now. It is pending for the Minister that the people have

started suspecting the integrity of their elected representatives like we the Members of Parliament and that of the Government. It is alleged that people who matter have taken money from the bus operators who do a roaring business plying buses between Thanjavur and Pattukkottai. I urge upon the Railway Minister to save us from this baseless wild criticism levelled against the elected representatives of the people of that area. This criticism can be obviated only when you complete laying the rail line between Thanjavur and Pattukkottai.

I also want the Railway Minister to consider introducing direct train to and from Chennai to provide Thanjavur a destination status with a route that would link Mayavaram and Needamangalam. Needamangalam-Mannargudi Railway line was abandoned based on the studies conducted about their economic viability. Now I understand that State Highways department would like to take over that abandoned route. Now that the Railway lines have been removed, that Railway land could be handed over to the State Highways department so that it could facilitate providing alternative communication route.

While laying new Railway lines in rural areas, care must be taken to construct level-crossings. Villagers may have to cross Railway lines either to go to their fields or to go to cremation grounds at the other side of the Railway line. The views of the local community should be collected and their sentiments should be respected while laying new Railway lines along the villages.

It is a complaint that Railways are not getting adequate budgetary support from the Union Government. I would like to point out that the support that was to the tune of 75% has now come down to 60%. We the Members of this House should come forward to take up the cause of the Railways with the Union Government.

Railways must provide safe and comfortable journey. Sense of security should be there especially during long journeys. Railways link the different parts of the country ensuring national unity. It also strengthens national integrity. Railways serve the public in as many ways as possible. It takes upon itself several social obligations carrying social burden alongwith that. Hence Railways must get more of budgetary support from the Union Government.

While concluding my speech, I would like to request the Railway Minister again to give due consideration to the demands, I have made here Reiterating my support to this Railway Budget, I thank the Chair for providing me with the opportunity to speak in this august House on this occasion.

[Translation]

SHRI SATPAL MAHARAJ : Sir, we shall enquire into the matter of Hygienic plates raised by hon'ble member.

DR. ARVIND SHARMA (Sonipat) : Hon'ble chairman, Sir, at the outset, I would like to speak in support of the

railway budget presented by hon'ble Railway Minister Secondly, I want to say that hon'ble Railway Minister has expressed his line of thinking through the Rail Budget. He has demonstrated that he is the well wisher of the poor people.

Sir, Service to poor people is not thing of ostentation. It can be done only by that person or Government, who have the heart to do so and who are destined to do so. First, I want to say something about the daily passengers. It has been depicted in the railway budget that 7,500 trains run daily and one crore ten lakh passengers travel in these trains. Around to percent among them are daily commuter. I want to say something about them Through you, I want to ask the Minister as to what facilities have been provided to these daily passengers in the railway budget. No facility as such has been provided to them in regard to electrification for operation of new passengers train or for laying of new railway line.

Sir, Secondly, I want to speak about National Capital Region. 75 percent people of Haryana come under National Capital Region. But no provision has been made in this budget for National Capital Region. 75 percent area of Haryana, Compeising of Faridabad-Palwal, Gurgaon-Rawari, Bahadurgarh-Rohtak, Sonipat-Panipat comes under National Capital Region. Only 11 crore have been provided in the budget for Haryana and it is also not known as to where this amount would be spent. As far as running of new daily train is concerned, no provision has been made in this railway budget for Electrification or laying of new railway line.

Sir, through you, I want to tell the Railway Minister that some attention has to be paid towards the daily passengers because hon'ble Minister thinks a lot about the poor I want to tell that Government Employees Industrial workers, students and small traders travel in these trains. I come from Sonipat for which no train has been provided during the last 12 years for the daily commuters.

Madam, Chairperson, through you, I urge the hon'ble Minister to introduce a train from Panipat to Sonipat-Delhi between 7-30 AM and 8-00 AM because around 40 to 50 thousand passengers travel from Sonipat to Dehli. The person working in Central Government office or in Delhi who has to at end the office at 10 AM, will start at 5-00 AM and will reach Delhi at 8.00 AM whereas his office will open at 10.00 AM. He starts at 5.00 AM from the house and returns back at 9.00 PM. In this way he is spending 14 hours in duty though generally on employee do not have duty for more than 8 hours. There are four trains in the morning but in the afternoon there is no train up 10'clock. Madam Chairperson, through you, I request the Minister to pay attention towards this and to start one more train at 9.00 AM or 10.00 AM for the daily passengers. Around 40-50 thousand daily passengers come from Gannaur and Sonipat. But no one has thought anything about them.

Madam Chairperson I would like to say one thing about R.P.F. also. it is said that they are for the security/ sefety or railway goods. Goods worth Rs. 4 crore were stolen during the last year 1995-96, out of which goods worth Rs. 70 lakhs were recovered. Through you, I would like to tell the Minister to make R.P.F. more strict when R.P.F. will more vigilant, then only the things will improve.

Madam Chairperson, railways have progressed very well in the field of sports and games. Last year railways have won 16 competitions and during the current year till January 1997 it has won 13 competitions. Two railway sport persons have received Arjuna Award. There was sports quota in R.P.F. earlier which has been discontinued now. I request that sports quota should be restored in R.P.F. There are Hockey, Kabaddi, Wolley Ball, Foot Ball, Wrestling, athelitics and swimming teams under the railway sports. There was sport quota in R.P.F. Earlier byt I don't know why it has been discontinued. During 1972 there used to be Mr. A.S.C. Mukhbain Singh in R.P.F. He had won Bronze medal in Olympic Hockey. Therefore, I request that sports quota should be kept in R.P.F. and provision should be made for out of turn promotion for outstanding sportsman in R.P.F. or railways so that sports and sportsmanship may be encouraged.

Madam Chairperson, Kindly pay attentions towards my regading sonipat. A passenger train may be start-between 7.00 AM and 8.30 AM from there. Even though, I have been repeatedly demanding this train has been started. Even the D.R.M. Delhi has also given in writing that there is a heavy load and there is a need for one more passenger train there but senior officials say that the track is not free. This is not an answer. On the one hand load from the National Capital Region on Delhi is increasing so much and on the other hand no new train is being pressed into service for the daily commuters. I, therefore, demand that one track should be specifically kept free for daily passenger trains found for Delhi from the National Capital Region for the convenience of daily passenger.

Madam Chairperson, through you, I would like to give a suggestion to the Railway Minister that a provision a special budget should be made under Railway budget separately for the Convenience of daily railway passengers of National Capital Region and for development of railways in the National Capital Region. One track may be kept free for trains coming from National Capital Region bound for Delhi. If the tracks are kept free upto 9.00 AM—9.30 AM, It would be very convenient.

Madam Chairperson, if stoppages of some mail and Express trains namely 8477 up, 8478dn and 4667, 4668 are provided at Sonipat it would be of much help. If Happa and Malwa Express are provided wite stoppage at Sonipat, it would be better because if stoopages are provided at Sonipat for the people found proceeding for Maata Vaishno Devi they will not have to go to Delhi to board these trains. Lakhs of people from Sonipat and adjoining areas visit, Maata Vaishnow Devi for Darshan'.

[Dr. Arvind Sharma]

If the setrains are given stoppages at Sonipat. It would be good. If daily Express train is provided with a stoppage at Julana, it would be good because the train runs from Ganganagar to New Delhi via Julana. A new railway station may be constructed at Thaska (Mahra) which comes under Gohana Tehsil, for the convenience of the passengers of several village ...*(Interruptions)*

Madam Chairperson, I am concluding. Through you I would like to appraise the Minister of the problems relating to my area only. If stoppages of some main important trains namely 4517 UP Uncha Express 4589 UP 4589-UP Bhatinda Express and 4659-Up Amritsar Express are provided at Sonipat and Panipat then it would be more convenient for the railway passengers of the area. Besides I would request to raise the level of platform, where the platform are at low level and also to construct railway bridges so as to avoid accidents.

Madam Chairperson, One train from Delhi to Bahadurgarh via Rohatk may be introduced. I would like to draw the attention of the hon'ble Minister towards a peculiar thing about Bahadurgarh that water has been logging around platform Number 3 of Bahadurgarh Railway Station for several years which has taken a shape of a pond. This Stagnant and dirty water has become a menace for the travellers and for the people residing in and around this railway station and many types of diseases are spreading as a result thereof. I request the Minister to issue directives to the railway officials to remove the said dirty water from there immediately.

Madam Chairperson, Now I would like to draw the attention of the Minister towards my area one more survey may be conducted to connect Jhajjar to Sonipat via Sampla under a survey which was conducted for laying Rewari-Rohatak new railway line. Sir, this is a long pending demand of the people of the area. Electrification work of Shakurbasti-Bahadurgarh railway line is also lying closed for a long time. Therefore, I strongly urge to undertake electrification of Bahadurgarh-Dehli line and to introduce a new train on this track for the convenience of the passengers.

Just now, hon'ble Kalpanthji and several other colleagues have said that illegal encroachment has been made on the lands of the railways at several places. I want to draw the attention of the Minister towards Bhagwan Shri Vishwakarma ji temple which was earlier located near railway station...*(Interruptions)*

MR. CHAIRMAN : Please don't go in detail. tell it later to the Minister.

DR. ARVIND SHARMA : Vishwakarma Samaj had given this land to the British Government in 1928 to construct railway station. The Government had promised that Vishwakarma temple and the land which is under it, would belongs to the temple itself but now the railways has constructed a scooter and cycle stand there and encroached the land...

MR. CHAIRMAN : You please sit down. I am calling other speaker...*(Interruptions)*

DR. ARVIND SHARMA : I urge upon the Minister to free the said land from the encroachment of railway immediately...*(Interruptions)*

MR. CHAIRMAN : You are not listening to me. I am calling the next speaker.

DR. ARVIND SHARMA : Madam chairperson, I am concluding. I would like to draw your attention towards the request of the employees of Parliament House and Central Government. 1. DKM passenger train which starts at 7.45 AM from Old Delhi for Ambala, may be run via New Delhi. Similarly 3 DPM train, which starts at 7.30 PM from Old Delhi may also be run via New Delhi to Panipat so that Government and Non-Government employees and other daily passengers can come from and go to Sadar Bazar and New Delhi easily.

MR. CHAIRMAN : Your time is over. Now, you please sit down.

DR. ARVIND SHARMA : Madam Chairperson, I am thankful to you for giving me an opportunity to speak.

MR. CHAIRMAN : I request all the speakers with folded hands to conclude their respective speeches in five minutes.

SHRI MANOJ KUMAR SINHA (Gazipur) : We cannot complete our speech in five minutes...*(Interruptions)*

MR. CHAIRMAN : When five minutes time is allotted, you people will drag your speech to ten minutes.

(Interruptions)

MR. CHAIRMAN : You please listen to me. I am on my legs. You please sit down. You people will drag the speech to ten minutes when 5 minutes time is allotted. if 10 minutes time is allowed you will drag it to 30 minutes. All members will get five minutes each.

[English]

SHRI V. DHANAJAYA KUMAR (Mangalore) : Madam Chairperson, the hon. Railway Minister, Shri Ram Vilas Paswan has presented his second Railway Budget. I do not find anything here to support this Budget and welcome the proposals.

Madam, you have been using the bell very often. I am making a concrete suggestion. I do not find any use in sitting so late and rendering our speeches here in the House. It is for the Minister of Railways to consider. This ritual could very well be avoided if the Minister of Railways before presenting the Railway Budget, could call a meeting of all the Members of Parliament on a zonal basis and collect suggestions to know their demands. He could, once for all, tell them that he would consider those demands or that he could not consider the other demands.

MR. CHAIRMAN : It is a very good suggestion.

(Interruptions)

[Translation]

SHRI V. DHANANJAYA KUMAR : It makes no sense. We are sitting here for several hours...*(Interruptions)*

MR. CHAIRMAN : You do something so that this ritual is stopped.

SHRI SATPAL MAHARAJ : The M.Ps attend the meeting of Parliamentary Consultative committee. They may express their views there.

MR. CHAIRMAN : Before preparing Railway budget, you may call a meeting of separate zones. The time pressure will be reduced by this.

[English]

SHRI V. DHANANJAYA KUMAR : Madam, I have been closely hearing and observing those who have been making their submissions here. Everybody is pleading for a line or for the introduction of a new train or for doubling or for track renewals, etc. All these could have been very well considered in such a meeting if the Minister of Railways wanted to give a good picture of the Indian Railways.

As I have said, I do not find anything worthwhile to render support for this Budget, for the simple reason that it is totally directionless. It is lacking in vision, and the occasion is used to appease a section of the people.

Some of the friends have been praising the Minister of Railways. At least, I do not believe in flattery. I do not want to flatter the Minister of Railways. My friends may very well read the Railway Budget. The Plan outlay for the year is Rs. 8,300 crore, out of which Rs. 3,030 crore is coming by way of borrowings and also because of the BOLT and Own Your Wagon Schemes. But for the new dosage of taxation to the tune of Rs. 1,800 crore, I do not think the Minister of Railways would have been able to, leave alone new proposals or new works, run the railways; he would not have been able to maintain the railways properly. This is the fate of the Indian Railways. That is why, with a heavy heart, I said that this Budget is totally directionless and it is lacking in vision.

Friends have been telling that so much has been given to Karnataka. I would like to remind you, if that is the case whenever the Railway portfolio is held by a Minister coming from a particular State, that Karnataka should have been a Heaven today, so far as Railway is concerned. I would like to remind you that right from the day of late Shri Hanumanthaiah, Shri Suresh Kalmadi belongs to Karnataka, one after the other, Karnataka had contributed so many Railway Ministers to this nation. But we do not find any railway line worth mentioning in the State of Karnataka.

People say that so many new trains commencing from Delhi or from other parts of Northern India go to Karnataka. I must tell you that in the State of Karnataka, those trains would travel a distance of not more than 150 kms or 200 kms. The entire train, starting from Jammu or Delhi or Amritsar, will travel more than 90 per cent or even 95 per cent of the total distance in other

States. Then, where is the importance of Karnataka? You can simply say that all the trains are going to Karnataka.

SHRI SATPAL MAHARAJ : That is how, we connect the stations.

SHRI V. DHANANJAYA KUMAR : I am only trying to mention that Karnataka is not given a better deal in the Railway Budget. Karnataka is getting its due share after a long long time and after having contributed so many Railway Minister to this country.

SHRI A. SAMPATH (Chirayinkil) : Are you opposing this Budget because of that?

SHRI V. DHANANJAYA KUMAR : What has been mentioned in the Budget is nothing but three or four new surveys. It may be verified. I understand that about 900 such survey reports are lying in the cupboards of the Railway Board. Nine hundred survey reports, which have been collected earlier, are lying in the cupboards of the Railway Board. When they are going to be implemented, I do not know, This is only to include some more new survey reports and then keep it in the cupboards. It will be of no use.

So, the proposals alone will not improve the situation in Karnataka. That is why, I would suggest that the Minister of Railways must take into confidence the feelings of all the Members representing the various regions in the country. He should collect the information, know their demands and then have a proper vision. He must visualise how much money could be pooled and how much we will be able to invest in a particular year and properly prepare a plan so that everybody can be happy.

We must know about it. After all, the Railways, as has been rightly said by the hon. Minister, are not being run only on a commercial basis. They have a definite role to play in the integration of the nation and also to do service to the citizens of this country.

Madam, I will be completing within the given time. So far as Karnataka is concerned, out of the 20 districts in Karnataka State, a part of my constituency comes in one district called Kodagu which is totally denied of a railway line. If the people of Kodagu want to see a railway line or a train running, they must go to either Bangalore or Mysore or Mangalore. So, this Kodagu district is denied of a railway line. Except Kodagu, in all other districts, at least for a short distance, the train is running. My friends from Karnataka would definitely agree with me in this regard.

SHRI P. KODANDA RAMAIAH (Chitradurga) : The people of Kodagu can go to Tellicherry, which is nearest to Kodagu, to see the train...*(Interruptions)*

SHRI V. DHANANJAYA KUMAR : Would you like me to go across the border? Do you want to drive me out of Karnataka? And, to see a train, I must go to Kerala! This is the situation.

This time, fortunately, new surveys have been suggested to connect parts of Kodagu with the capital city of Hassan district from where our dear Prime

[Shri V. Dhananjaya Kumar]

Minister is coming. From Channarayapatna to Kushal Nagar and also from Madikere to Channarayapatna, new surveys have been included. I would only urge upon the Minister of Railways that these surveys should be conducted as early as possible. Whatever survey report you get, the laying of new lines should be executed at the earliest possible time so that the people of Kodagu also can be proud of having a railway line in their district.

My last demand is that there is one important line between Mangalore and Bangalore via Hassan and Arsikere. This was constructed some 15-20 years back. A portion of this line between Bangalore and Arsikere, and Arsikere and Hassan has already been converted into broad gauge. As a result, the operation of the train between Hassan and Mangalore is suspended for gauge conversion work. The total funds required for the gauge conversion between Mangalore and Hassan is Rs. 185 crore. Till last year, the total money spent for the gauge conversion is Rs. 35 crore. This year, some provision has been made, rather Rs. 30 crore has been provided for the gauge conversion work. But I would submit that a lot of daily commuters are travelling a distance of about 90 KM. between Mangalore and a place called Subramanya Road inside Dakshina Kannada district because the operation of the train is suspended. They are finding it very difficult to go to the place of work and come back home daily.

I had made a suggestion to the hon. Minister of Railways saying that if not the entire Mangalore-Hassan line, at least one section, to a distance of about 90 KM. between Mangalore and Subramanya Road could be completed. I mean, the gauge conversion work could be completed on a priority basis. If a target is set, I understand, at a cost of not more than Rs. 59 crore, this work could be completed. So, I would request the hon. Minister of State to kindly consider this and make a provision for this.

Somewhere, I find in the Budget Speech that the hon. Prime Minister has promised that if need be, he would come forward with more budgetary support in the sense that he would give some more funds from the exchequer. The hon. Minister may please stretch his hands and lay his hands on all such funds and give top priority to this line so that this section of the railway line may be converted into broad gauge. This is helping the commuters to travel between Mangalore and Subramanya Road.

With these words, as I had said in the beginning itself, my suggestions may kindly be considered at least for the next year. They may kindly be considered so that the value of the Railway Budget gets enhanced and people start participating in the discussion with more enthusiasm. This way, they will be happy to know in advance that their demands at least, to some extent, would be fulfilled by the Railway Minister. For these reasons, I would be at a loss to support this Budget.

SHRI P. KODANDA RAMAIAH : Have you reconciled to the fact that this Government will continue in power next year also?

SHRI V. DHANANJAYA KUMAR : That is up to you. As somebody was saying from that side that 'United we fall and divided we remain', that is how, he has coined a new phraseology! That may be unity in diversity. God alone can save this Government. Government is a continuing entity. So next year, these suggestions may kindly be considered.

MR. CHAIRMAN : Shri Ramesh Chennithala to speak.

[Translation]

I hope, you will conclude within allotted time.

(Interruptions)

[English]

PROF. JITENDRA NATH DAS (Jalpaiguri) : Madam, I would like to know why the CPI (M) has not been getting any chance right from 6.30 onwards.

[Translation]

MR. CHAIRMAN : Would you please listen to me or if you want to speak that way then go ahead.

[English]

PROF. JITENDRA NATH DAS : It is our calculation that we are not getting any turn...(Interruptions)

[Translation]

MR. CHAIRMAN : Do you want to listen to the reply or you intend to speak. At least when I am here, as a rule I allow one Member each from the BJP, the Congress, the United Front and the CPI (M). I do not know what happened in between, follow that rule. You must not cast aspersion on the Chair.

[English]

SHRI P. KODANDA RAMAIAH : I do not think that he is casting an aspersion...(Interruptions)

[Translation]

MR. CHAIRMAN : Your calculation may be wrong. It is the rule of the House...(Interruptions)

[Translation]

SHRI SUNIL KHAN (Durgapur) : You have got the record of time as well. You can verify from the record as to how it happened.

MR. CHAIRMAN : You please come and check the record. You must not and can not cast any aspersion on the chair in the House. You must know it.

[English]

SHRI V. DHANANJAYA KUMAR : This is based on the strength of each party as to how many members they have in this House...(Interruptions)

[*Translation*]

MR. CHAIRMAN : Please stop arguing. It is the direction of the Chair as to who is to speak. You please go ahead.

[*English*]

SHRI RAMESH CHENNITHALA (Kottayam) : Madam Chairperson, the Indian Railways is a symbol of unity in diversity of our country. Indian Railways is one of the biggest railways in the world. This is definitely a public utility service and all the Members from different parties and different sections of this House have been demanding new railway lines, new gauge conversions, more passenger amenities and other facilities. But unfortunately, every year, the budgetary support from the Finance Ministry has been coming down.

Every Member has been asking for more facilities to be provided in his constituency and in his State. What we can see is that earlier the budgetary support to Indian Railways was only up to 75 per cent. Now it has drastically come down to 16 per cent. We have been discussing this point for the last so many years. But the Ministry of Finance has not been giving more budgetary support to the Indian Railways. The Indian Railways are taking market borrowings up to Rs. 250 crore. They are definitely increasing their internal resources. Now, Rs. 2,800 crore are needed for the rolling stocks. The total loss is estimated to be of the order of Rs. 1,950 crore. The number of locomotives produced in our country is 160 to 170.

We need more wagons but the production is coming down. The main reason for this is the lack of budgetary support to the Railways. So, my first and foremost point is that the Ministry of Finance should increase the allocation to the Indian Railways so that the Indian Railways can facilitate the demands of the Members and have some development. Definitely, the development of our Railways is very much necessary for the development of our country.

As rightly pointed out by other Members, our Railway Minister was considering to increase the revenue by way of taxes and other methods to the tune of Rs. 1,800 crore. But that amount is not adequate and with this the genuine demands put forward by the Members cannot be met. So, the Government of India should ponder over this and increase the budgetary allocation for the Railways that we can take up more developmental activities in different parts of our country.

There are certain important lines to be constructed. But in this regard, our State of Kerala has been very much affected. In every Railway Budget, we are being neglected. Even the amount earmarked in earlier Budgets for our State was not spent properly. So, I request the hon. Minister to examine this aspect and do the needful.

Madam, when we discussed this issue with the Railway Minister, he said that 'We have allocated Rs. 60 crore or Rs. 70 crore for each doubling and other things'. But that amount is not spent properly and

the officials concerned also are not taking it seriously and so, Kerala is being neglected totally.

Considering area-wise or population-wise, the railway kilometerage in Kerala is low compared to the rest of India. After sanctioning and constructing the Ernakulam-Alleppey-Kayamkulam line, no new line has been constructed in the State of Kerala and there is no active proposal for a new developmental line there. In the year 1993, I put forward a new proposal for a new railway line which is connected to Sabarimala. Sabarimala is a pilgrim centre; it is a centre of national integration and crores of pilgrims are coming to Sabarimala. So, there was a proposal from my State that there must be a line from Kottayam to Punalur, connecting Sabarimala; and it was considered by the then Railway Minister. The preliminary engineering and traffic survey was also ordered by the then Railway Minister Shri C.K. Jaffar Sharief. That survey has already been over. So, if this new line is provided, it will definitely be helpful for the total development of the area.

I can very well say that Kottayam is an immediate railway junction to Sabarimala. As of today, special trains are running from Vijayawada to Kottayam. They are also running from Hyderabad to Kottayam during the pilgrims season. So, provision of this new line will definitely facilitate the total development of central Travancore areas.

Madam, for this line, the survey is already over. I was also told that it was sent to the Planning Commission but I am very sorry to point out that in this year's Railway Budget there was no mention of it at all. So, my request is that considering all the aspects, the priorities should be given for this line. When this Punalur-Tenkasi line will be converted to broadgauge, it can be connected very well to important places of Tamil Nadu also.

The Kottayam-Sabarimala portion of the proposed line measuring about 59 kilometres could be the first phase of this construction. This portion of the line will pass through Manarcadu, Ponkunnam, Kanjirappally, Erumeli etc. When completed, the line will provide a railway link serving important pilgrim centres such as Guruvayoor, Sabarimala, Nilakkal, a church established by St. Thomas, a disciple of Christ and visited by Christian pilgrims, Madurai etc. It will also link the southern parts—Cochin, Tuticorin etc.

Actually, this was a very feasible line. I was surprised by the speech of the Railway Minister when it was not included there.

In this regard, I wanted to mention about a letter which was given by Shri C.K. Jaffar Sharief on a matter raised under Rule 377 regarding the construction of a new railway line from Kottayam to Punalur. He said that there was a proposal for it—I do not want to repeat the whole text of the latter. This was addressed by the then Railway Minister to me.

23.00 hrs.

The Railway Minister has changed. But the Railways is an institution. It is a part of the Government. There is

[Shri Ramesh Chennithala]

a very responsible Board. When the Minister of Railways writes something to a member of Parliament, it should be honoured. But, unfortunately, it was not honoured by them. I can place it before the hon. Minister for Railways. In reply to a matter raised by me under Rule 377, the then Railway Minister, Shri Jaffar Sharief said that the survey report would be coming and he would consider it and implement it on a priority basis. But, unfortunately this railway line has not at all seen the light of the day. It is very unfortunate.

My request to the Minister is, already he has sanctioned Anganmalli-Shabarimala line. It is a welcome step. I am not objecting to it. But a link from Kottayam to Erumeli which proceeds to Punalur will definitely help the total development of the Central Travancore area. In this way the long-standing demand of the people can be met. That is the first point I wanted to make.

Secondly, here is a letter from the Railway Minister. It is regarding the railway development of Kerala; doubling of Shoranur-Mangalore and Quilon-Thiruvananthapuram lines. This letter itself shows that the Railways will give priority to these two lines. When the Konkan railway line is opened, the people of Kerala will get the benefit only if he doubles the Shoranur-Mangalore and Quilon-Thiruvananthapuram lines.

MR. CHAIRMAN : Please conclude in two minutes.

SHRI RAMESH CHENNITHALA : It is not possible, Madam. I will take three to four minutes more.

MR. CHAIRMAN : Please try to conclude.

SHRI RAMESH CHENNITHALA : The amount which is earmarked for Shoranur-Manalore line and Quilon-Thiruvananthapuram line is not spent during the current year as well as last year. I want to know what is the reason behind not spending the amount earmarked for the doubling of these two important railway lines.

Take for example the electrification of Erode-Cochin line. The amount was sanctioned for its electrification. Now the electrification is up to Palakkad only. Why is the Railways not taking care to extend it up to Ernakulam?

Thirdly, I come to the gauge conversion of Quilon-Sunkotai line. Actually it was mentioned in the Railway Budget also.

MR. CHAIRMAN : Please conclude now.

SHRI RAMESH CHENNITHALA : Madam, give me two-three minutes. I have just started.

MR. CHAIRMAN : You have already spoken for eleven minutes.

SHRI RAMESH CHENNITHALA : I have not taken even two minutes. Please help me and give me protection. I have not even taken two minutes. Do not disturb me like this. I will stop if you want. I have been watching the clock. I have not taken more than two minutes. How can I finish it like this?

MR. CHAIRMAN : I will allow you if you promise to finish it in two minutes.

SHRI RAMESH CHENNITHALA : The hon. Minister is always saying that the amount is earmarked. But what is the reason for not spending the amount in Kerala for such a long time in every Budget? I want to tell him one more thing. The doubling of the Ernakulam-Kayamkulam line via Kottayam is in the Budget speech itself. But he is saying that this cannot be extended up to Thiruvananthapuram because the line is saturated. The answer for this is the doubling of Ernakulam-Kayamkulam line via Kottayam. Otherwise he cannot extend any train.

A new train from New Delhi to Thiruvananthapuram is a long-standing demand of all of us. In reply to the debate on the Railway Budget also last time Shri Paswan agreed and promised that there would be a new train from New Delhi to Thiruvananthapuram. But this promise has not kept. The Cochin-Bilaspur Express should be extended to Thiruvananthapuram. There was a demand for a new train from Kota to Thiruvananthapuram because people who are in Rajasthan and other places have to travel overnight to Bina and catch their train to Kerala.

We are saying that he has neglected Kerala because he announced eight railway zones, but not a single one goes to Kerala. A Chief Engineer's office at Ernakulam was promised. The circular was issued and the order was also issued, but it has not been implemented till now. I can very well say that Southern Railway means only Tamil Nadu. Southern Railway means only the developmental activities of Tamil Nadu. No officers are coming to Kerala. They will not have any inspection in Kerala sector. They do not undertake any work in Kerala. All the old bogies and dilapidated bogies are sent to Kerala. I am surprised that the trains which were there during the time of Mahatma Gandhi and the Third Class compartments used by Mahatma Gandhi are sent to Kerala for our use! Passenger amenities in Kerala also should be improved.

As Shri Jaffar Sharief opened the pilgrim hall at Nagore, I demand that a pilgrim hall at Kottayam also for the Sabarimala Passengers should be opened.

I want to conclude by making one more point. After the presentation of this Budget. MPs from Kerala staged a *dharna* before Parliament. Last time also, there was a meeting with MPs from Kerala belonging to all the political parties.

The hon. Minister had promised that Rs. 100 crore would be given to us. He may please examine this. They have not spent any money. The money earmarked was not spent. What is the reason for this? Today, again, they are saying that they would give us the money. Simply earmarking money and giving assurances in Parliament will not work. The people of Kerala are agitated. There has been a *bandh* in the Malabar area of Kerala. The people are agitated and totally disgusted. With a heavy heart, I would warn the Government that

such a neglect cannot continue. The Government will have to face very serious repercussions, we will have more agitations and we will not allow the Railways to neglect the State of Kerala.

PROF. JITENDRA NATH DAS : Thank you, Madam Chairperson.

I rise to support the Railway Budget and the hon. Minister of Railways in his effort to have something for the benefit of our country. At the same time, I am very sorry to note that the hon. Minister of Railways has completely forgotten the problems of north Bengal, which is also not less backward in comparison with the other backward areas of the country.

It is the comment of the people of that area that this Budget is very bad for our State, West Bengal, in general and for north Bengal, in particular. There is a long-standing demand that the Rajdhani Express from Guwahati to Delhi should be run daily but it has not been accepted. It is the demand of the people of North Bengal and also of the Chief Minister of West Bengal that there should be a fast train, a Shatabdi-like train, starting from NJP to Sealdah or Howrah. That has not been included in the present Budget.

There is another problem relating to promotion of tourism. Our demand is to improve the Himalayan Railways. But that has also not been included in this Budget and to take up construction of BG line from Siliguri to Darjeeling via Sukna to reduce more than 25 km.

There are two schemes that have been accepted. One is the scheme for gauge conversion and the other is the ordering of a survey for a new line. I would request the Government and the hon. Minister of Railways to expedite these two schemes so that the work may be started at an early date.

Now, I am placing another demand. The All India Railway Employees' Confederation, All India Loco Running Staff, the CMW Labour Union and the Diploma Engineers' Association of Railwaymen are all trying to have their unions registered. They are not getting it. I would request the Government to look into it.

Another problem I would like to highlight is about shifting of all the vendor stalls at the Howrah station. The vendors are facing too many difficulties and the Railways are losing too much account of this. I would like to ask the Government to take this problem into account.

I would request the hon. Minister to take up conversion of Barsoi-Radhikapur (MH), Santipur-Nabadwephat, Katwa-Bardhaman and Ahmedpur-Katwa (NG) lines into broadgauge lines. Another important request that I would like to make is that the Saraighat Express should be run daily and AC2 and AC3 coaches should be attached to it. This Express should have a stoppage at Coochbehar as it is the district town. The people for long have been demanding the introduction of an express train from Asansol to New Jalpaiguri and to extend the Gour Express to New Jalpaiguri.

I would request the hon. Minister to introduce express trains from Guwahati to all parts of the country. It has been taken into account by the Government. I am requesting him again to look into it. An express train from Coochbehar to Calcutta should be introduced as Coochbehar is very backward in the field of rail communication. Then, I request the hon. Minister to run Teesta-Torsa train by bifurcating it—one from Haldibari to Sealdah and another from Coochbehar to Sealdah. The Minister should look into the demand for expanding the railway network in the district of Coochbehar. Previously, I had stated that a survey has been ordered. That should be expedited so that the construction of Railway line is carried out soon. I have already stated the importance of modernising the Himalayan Railways.

An express train should be run between Calcutta-New Jalpaiguri. It is a long-standing demand of the people of this area. We should promote trade with Bangladesh. In this connection, I had written a letter to the Minister for the restoration of railway line from Haldibari-Chilahati leading to Sealdah. That should be opened and taken up with the Government of Bangladesh. A train should be introduced between Dimapur-Calcutta as there is no train at present. I request the Government to expedite the survey to connect Sikkim by rail. I also request the Government to expedite the construction of double line between New Jalpaiguri-Guwahati. In this connection, I have already stated that some amount has been sanctioned for the construction of New Jalpaiguri-Ambari Falakata railway line. To my knowledge that work has been done. So, the extension work has to be undertaken with that money.

Another important request is to provide computer reservation facilities at all stations in North Bengal. In North Bengal the coaches of almost all the trains are in a dilapidated condition. Those should be replaced immediately. An express train should be introduced from Guwahati-Dimapur to Jaipur, Mumbai, Puri, Jammu, Dehradun, Bhopal, Jabalpur and Asansol. Reservation quota should be increased at Siliguri, New Jalpaiguri, Alipurduar, Coochbehar and Jalpaiguri.

Another important problem which I would like to highlight is about electrification. At least in the North Bengal, electrification work should be undertaken so that electric trains could be run. My next request is to construct fly-over at Dalkhola. It has to be taken up seriously. That is a standing problem of the area. Another fly-over should be constructed at Mohitnagar which is the gateway to North-Eastern States. I request the hon. Minister to construct some railway gates in order to avoid accidents in North Bengal on the Delhi-Guwahati Rajdhani route.

MR. CHAIRMAN : Please conclude now.

PROF. JITENDRA NATH DAS : I am concluding.

MR. CHAIRMAN : You get just half a minute to conclude.

PROF. JITENDRA NATH DAS : I will take only one-fourth of a minute and finish.

Construction of the Eklakhi-Balurghat new railway line should be expedited and should be completed within in a few months.

Similarly, railway pass and medical facilities should be extended to the Railway Commission Vendors.

*SHRI M. SELVARASU (Nagapattinam) : Madam chairperson, let me convey my thanks for your giving me this opportunity to take part in the discussion on the Railway Budget.

23.16 hrs.

[SHRI NITISH KUMAR *in the Chair*]

Hon. Chairman, Sir, at the outset I would like to thank you for this opportunity to speak on the Railway Budget. Hon. Railway Minister has spared the II Class passengers from the hike in fare. He has also left untouched the price of the Platform Tickets. I would like to thank the Railway Minister for this.

Railways are not run with mere profit motive and commercial considerations. Railways are expected to uplift the backward areas. It has to carry forward the development process and it has to function as a public utility service and it is planned to be so. I am proud to point out this underlying principle behind our operating this great Indian Railway system.

Railways are a dynamic symbol of the unity of the country. Cutting across several language-speaking and culturally diversified regions, Railways bring together the people of this country. Thereby the national integration is strengthened by the Railways.

Funds that are allocated from the National exchequer has to be divided judicially to benefit all the people living in different parts of India. But what is our experience? All these years after the independence we have always noticed that all the Railway Ministers have always been giving certain importance to their home States. Additional allocations have been made to the home States and home constituencies of the Railway Ministers. I presume that the States of Tamil Nadu and Kerala have not got their due share only because of the fact that there were no Railway Ministers hailing from these States. Except for Shri Santhanam, who was an Hon. Minister once, no one from Tamil Nadu was a Railway Minister. I would like to bring to the notice of the august House and the Hon. Railway Minister the fact that the people of Tamil Nadu feel annihilated. They should not be allowed to feel let down.

I represent the people of a reserved constituency. I represent downtrodden people. It is in the eastern coast of the country. It is towards the South-Eastern tip of the country. In geographical maps it will constitute the eastern boundary of the country on the coasts of

Bay of Bengal. 60% of the people of my constituency are the Scheduled Caste people. It is an oil rich stretch of land. There is an harbour. Our region has Thanjavur and Nagapattinam, the ancient towns in the Coromandel region. This was part of the great Chola empire. Chola Kingdom was established and thrived over there. You get so many literary and historical references and evidences to prove the point. Chola region or the Coromandel region was always known to be fertile-growing more of foodgrains. The abundance and the prosperity of the region have always been referred to in our ancient Tamil literature.

Continuously for several long years after that prosperous Chola Kingdom, and continuously later on even after the independence, Thanjavur and the surrounding regions have always been neglected. I would like to recall and bring to the notice of the House and the Railway Ministry about a commitment given to provide better rail communication facilities to this region. It was given by the then former Railway Minister, Hon. C.K. Jaffar Sharief who was in the previous Government. He had rightly understood the felt needs of the people. Nagore, the Islamic shrine which can be called as the Ajmer Sharif of the South is there in my constituency. Velankanni, the important and well renowned Catholic Church shrine is nearby. Shri C.K. Jaffar Sharief during his tenure in the Railway Ministry provided Rs. 138 crores to lay broad gauge Railway line linking Tiruchi and Nagore. In this budget for the year 1997-98, it has been indicated that laying of Tiruchi-Thanjavur Broadgauge Railway line would be completed by March, 1998. It gets a meagre allocation of Rs. 10 crores. I would like to highlight the need to link Tiruchi with Nagore via Thanjavur. I would like to know how you would be able to execute this project with a small sum apportioned.

Now surveys for New Railway lines and laying of New Rail lines are to be taken up in the North-Eastern States. I would like to congratulate the Railway Minister for this. Like wise Jammu-Kashmir region will have some more new railway lines. I welcome the move to allocate funds for those projects. But at the same time you must ensure that the ongoing projects are neither shelved nor slowed down.

Tiruvarur-Thiruthuraiipoondi-Vedaranyam-Kodiakarai section of railways in my constituency have faced with the cancellation of Train service. Even if it is not economically unviable the train services should go on considering the social obligations the Railways have to bear. When you are introducing new route, you must also take steps to revamp the existing and old rail routes, because they could be complementary to each other. I wish this government gives thought to it. The prosperity of the Nation, the prosperity of the people will have to be protected and preserved. Only then the people will have a sense of participation.

Chennai-Villupuram-Cuddalore-Mayiladuthurai-Thiruvaroor-Thiruthuraiipoondi-Karaikudi are linked by

the operation of "Kamban Express", a train that touches most parts of my constituency. 6175-6176 Kamban Express running between Chennai and Karaikudi is bifurcated at Tiruvaroor. One part of it is directed to Nagore. The other part of the train is proceeding to Karaikudi. I am to request you run two different trains from Chennai as Kamban Express to Karaikudi and Nagore Andavar Express to Nagore. You have to take into consideration the fact that certain trains have already been withdrawn.

Our Hon. Railway Minister has announced about the introduction of many new trains in several routes. I welcome it. But I would like to point out that it is not at all justified to have cancelled certain train services.

Now at a time when we speak of Social Justice, at a time when we have a champion of Social Justice as Railway Minister Shri Ram Vilas Paswan who is also a popular Dalit leader, we should not cancel the existing train services in certain rail routes. This will be like denying justice to those who get access to justice. So you may kindly resume 237 and 274 Bangalore-Nagore, Nagore-Bangalore trains which have been cancelled.

Agriculture is the main occupation and cultivation is the main economic activity in my constituency. Thanjavur is the rice bowl of Tamil Nadu and it used to be the granary of the South. Ours is Cauvery Delta region. In addition to it Vedaranyam and surrounding regions have salt fields. Rail wagons are needed to transport salt and foodgrains. Salt cannot be transported in open wagons. During monsoon season, the losses and wastage will be more. Hence more number of closed wagons should be provided. So there is a case for manufacturing more Railway wagons.

Likewise, there is a need for providing Computer Reservation system facilities to the people of my constituency. Thiruvaroor is now a district headquarters town. Necessary allocation should be made and sanction should be accorded. Computerised Reservation Centre should be set up in Thiruvaroor. There was a proposal to open a Computer Reservation Centre at Thiruvaroor in 1996. It was included in the list announced earlier. I understand that some officials especially those from the Southern Railway sought to change the list. Thiruvaroor has been taken off the list and some other town has been included in its place. This is a deliberate mistake on the part of some officials. We want justice to be rendered to us.

The former Railway Minister thought it fit to accord importance to the needs of the pilgrims who throng Nagore Dargah and Velankanni Church. Thanjavur Big temple is also a great Cultural heritage of India. Considering the tourist importance of this Region, Railways must come forward to give due consideration to complete both the ongoing projects and long pending proposals.

Reiterating again that Rs. 10 crores of allocation is insufficient, I request you to sanction more. In 1997-98

alone more than Rs. 77 crores is required to complete this project. This will give facelift to our region and improve my constituency.

I fervently hope our Railway Minister would look into this and fulfil the long felt needs of the public in my constituency. He is a mass leader of the downtrodden and I can rightly expect him to attend to the needs of a backward area which is becoming an upcoming one to gain the past glory. He is championing the cause of the downtrodden. Their population is sizeable in my constituency. Farmers and fishermen are more in number over there. All these labourers in the unorganised sector are there and they should get social development through economic prosperity in our area. Placing these demands before the Railways Minister through this House, let me conclude my speech. Thank you.

[Translation]

SHRI N.K. PREMCHANDRAN (Quilon) : Sir, I rise to support the Railway Budget for the year 1997-98. I also take this opportunity to congratulate the hon. Minister of Railways for having presented a budget which is not adversely affecting the common people and the poor people of this country consecutively for two years.

I would like to appraise the following things as meritorious highlights of this Budget, especially the non-increase of the fares of second class, ordinary tickets and also the platform tickets. The season ticket holders have not been burdened with overcharge. As far as the five per cent excess rate for sleeper charge is concerned, it is considered to be reasonable and genuine. But the 12 per cent freight increase will indirectly affect the common people and the poor people adversely. Even then, I would like to admire the hon. Minister of Railways for having exempted 15 articles which are essential commodities. These have been exempted from the freight hike.

I would also like to assess the Budget for the year 1997-98 as a balanced budget since no such huge fare hike is there. For the developmental activities, also an allocation has been made. This year, the revenue is also expected to be Rs. 1,800 crore. It is not touching the poor people and the common people. The burden is upon the rich class of the society. Hence, I would like to say that the railway budget is a pro-people Budget. It is a common people's budget. It is not burdening the poor people and the common people of the country. Hence, I would like to say that it is a balanced budget as far as the present situation is concerned. In the last Budget Speech also, I have highlighted the point that it is a right time to analyse whether the Indian Railways are having the reforms according to the needs and demands of the country. The Indian Railways need reforms so as to keep pace with the infrastructural needs of our country. So, it is a right time to discuss it.

We are not satisfying the demands of the people of the country either in the freight traffic or in the passenger traffic. It is very well established and it has been reported in the Background Note submitted by the Lok Sabha

[Shri N.K. Premchandran]

Secretariat as an overview of the Indian Railways. It has been very well said about the share of the Indian Railways in the total transport. It is a very important factor to be looked into, that is, in the year 1950-51, 88 per cent of the goods traffic was held by the Indian Railways.

As far as the passenger traffic is concerned, 74.2 per cent of the passenger traffic has been held by the Indian Railways. After 40 years, it has come down in the year 1991-92 to 46.6 per cent and the passenger traffic has come down to 28.8 per cent. The Report says that if this trend continues, in the year 2000 AD, it will come to 35 per cent and 13 per cent. So, it shows a considerable decline in the passenger traffic as well as the freight traffic. So, I would like to make a proposal before this august House and for consideration of the hon. Minister of Railways that the Indian Railways should have a plan at least to have a freight traffic growth of five per cent so that the share of Indian Railways to the total traffic should not decline and that would indirectly result in saving the fuel, especially the petroleum.

So, this aspect of freight as well as passenger traffic would have to be given priority. How much priority would have to be given in order that the goal is achieved is a matter which needs to be looked into. What is the remedy for improving the Railway network and Railway infrastructural facilities so as to be able to satisfy the demands of the people and the country? I would like to submit that it is quite astonishing to note that during the last one decade that is, from the year 1985-86 to the year 1995-96, the rate of increase in respect of the Railway network has been recorded at one per cent. What would be the fate of the Indian Railways if it goes on in such a way? It is because the demands of the people are increasing; freight traffic is also increasing and all other things are also accordingly increasing. But the Railway network is not increasing in proportion to the demands and needs of the country. This aspect needs to be looked into. There is no other way, no other alternative but to strengthen the network of the Indian Railways. For this to happen Budgetary support is also necessary. Even the Budgetary support is also declining; the Plan allocation is also declining. So, I would like to submit before this House that the Plan as well as the Budget allocation for the Railways should be increased considerably.

Sir, in this year's Budget, an amount of Rs. 400 crore has been allocated for laying new railway lines. It is not sufficient even for laying a single railway line. The amounts which have been allocated for doubling work and uni-gauge conversion are also very meagre. It is not up to the mark. So, in order to have a maximum expansion of the network of the Indian Railways so as to satisfy the demands of the people, due consideration should be given to this aspect.

I would also like to mention one thing in the Budget for the year 1997-98 and that is about the passenger

amenities. We all are very much aware of the amenities which are being enjoyed by the passengers and the commuters. But it is astonishing to note in this year's Budget that the amount of Rs. 104 crore which was allocated for passenger amenities last year has been cut down to Rs. 80 crore in this year's Budget. There has been a reduction of Rs. 24 crore on this account. That means with a reduction of Rs. 24 crore on the passenger amenities account, the present amenities which are available to the passengers would also go down. Even with last year's allocation on passenger amenities, the facilities and amenities were not sufficient and if now the hon. Minister of Railways is going to cut down the budgetary allocation on this account then the passenger amenities and facilities would be very poor. So, this aspect has to be reconsidered in order that at least the *status-quo* that is, the last year's allocation of Rs. 104 crore is provided.

Sir, I would also like to make a submission regarding the safety aspect. According to the report "Overview-Indian Railways", 80 per cent of the accidents occur due to human failure. Why is it being allowed to go on like this? According to me, it is so because there is no provision for stringent action. If anybody is found guilty then serious stringent action has to be taken against him so as to ensure the safety of the passengers. This aspect would also have to be taken into consideration. Keeping in view the conditions that are prevailing in the country today, I, in general and in its totality, support this Budget.

MR. CHAIRMAN : Please conclude.

SHRI N.K. PREMCHANDRAN : I would conclude by referring to some of the problems of my State. My learned friends from Kerala have already mentioned most of the points. My State of Kerala has been grossly neglected by the Ministry of Railways. In the first part of my speech though I appreciated and congratulated the Railway Minister; yet I would also like to submit with a heavy heart that my State of Kerala has been grossly neglected by the Ministry of Railways. I hope, he would be remembering that last time when the Budget was presented in this House during the year 1996-97, we protested in this House. The hon. Railway Minister convened a meeting of all the MPs. We had a very good dinner and after that we submitted the proposals to him. The Railway officials were also present there.

MR. CHAIRMAN : You should have done it before dinner. You actually submitted everything after dinner.

SHRI N.K. PREMCHANDRAN : No, Sir. We submitted it before dinner.

MR. CHAIRMAN : But you mentioned you submitted everything after dinner.

SHRI N.K. PREMCHANDRAN : Sir, even in the Demands for Supplementary Grants also so many assurances were given about introducing one superfast train from Delhi to Thiruvananthapuram.

SHRI MANOJ KUMAR SINHA (Ghazipur) : Still you are supporting the Budget!

SHRI N.K. PREMCHANDRAN : I am supporting the Budget in general but it is not a regionally balanced Budget. I would like to submit that as far as Kerala is concerned, it is not a regionally balanced Budget. The allocation for the State last year was Rs. 117 crore and it has come down to Rs. 34 crore in this year's Budget. What is the reason for this? I appreciate and I am happy that the Railway Minister has revealed this fact. He has already committed that this amount would be enhanced. But we would like to know as to how it happened. We are not for the enhancement but how has the allocation of Rs. 117 crore come down to Rs. 34 crore?

In every work there is a cut in the finances. The frequency of trains has not been enhanced. About extension of train service, I would submit an interesting fact. In the last year's Budget it was announced, "regarding extension of trains, Howrah-Cochin express will be extended to Tiruvananthapuram." An interesting fact to be noted is, this year it is given as, "Cochin-Howrah express". There is no difference between the two. The same thing has been repeated in this Budget. It is actually an exercise in mockery. As already stated by the learned Member Shri Ramesh Chennithala, the funds are being earmarked but they are not being spent. It is being neglected totally.

I demand that a Railway Zone for Kerala should be set up. We want a separate Zone so as to rectify the mistakes. The Bokaro-Alleppey express should be extended up to Kollam. The Howrah-Cochin express needs to be extended up to Quilon since doubling has been completed up to Quilon. Regarding Madurai-Kollam passenger train No. 727, I have made several requests before the authorities concerned, especially the Zonal Managers. But there has been no response from them. These little things can be done by them but there is no response coming forth from them. I represent that No. 727 Madurai-Kollam passenger train be extended up to Kayamkulam. The frequency of push-pull trains should be increased. Kollam-Bangalore weekly train has to be made regular. I have already submitted about new trains

There was an Executive Engineer's office for carrying out doubling work in Quilon. Months before, it was learnt that it was going to be shifted or closed down. The Executive Engineer has been transferred now and some members of staff have also been transferred. It will indirectly mean that the office is going to be shifted. By this the doubling work between Kollam and Thiruvananthapuram will be affected. So, I would submit before the hon. Minister that this office should not be shifted and that the doubling work be continued.

Once again, I mark my protest against the unjustifiable negligence shown towards Kerala. With these words, I conclude.

SHRI DWARAKA NATH DAS (Karimganj) : Thank you, Chairman, Sir. I rise not to wholly oppose the Railway Budget for 1997-98 but, at the same time, not

to support it altogether. There are some changes which we may appreciate as, for example, our North-East is well-covered with several promises. I hope the same will be materialised very soon.

There is introduction of new trains, extension of the run of some express and mail trains, increase of frequency or more trains, introduction of diesel multiple units in areas not served by electrified lines etc. But in this connection I should say that in Assam not a single kilometre is there which is electrified.

The decision not to increase second-class fares will go a long way to give relief to common rail users. In connection with relief of long distance passengers from overcrowding, I should say that at present dacoities in trains have become a day to day affair. In this respect the Railway Ministry has miserably failed to check it.

This Railway Budget is totally silent as regards creation of new Divisions although six zones have already been inaugurated and construction work is going on.

There are 24,544 unmanned railway level crossings and each is awfully exposed to serious accidents. No precautionary measures have been devised in this regard.

I should refer to one thing here. An amount of Rs. 25 crore was provided for manning five hundred railway level crossings in the Railway Budget for 1994-95. But in this present Budget, there is no such announcement. I have been demanding for a railway overbridge at Karimganj railway junction where there is every possibility of accidents taking place because of heavy traffic jams. But till date, nothing has been done in this respect.

I should say that in Class I and II services, the percentage of SCs and STs is a microscopic minority. As far as the backlog is concerned, it has yet to be cleared.

My constituency Karimganj, in Assam, comprises of Karimganj and Hailakandi districts bordering Bangladesh. It is neglected in this Budget because construction of the extension line from Dullabcherra to Ranpur in Karimganj-Dullabcherra branch section has not been taken up although two lakhs of people of southern Karimganj district have been demanding for the same since 1977. Apart from my own constant efforts since 1991, Badarpur railway junction of Karimganj district has not been upgraded as a railway division which is a nerve centre for rail services in the entire southern Assam. Moreover, it has rail links with Manipur, Mizoram and Tripura.

Sir, there are no facilities for computerised reservation at Badarpur and Karimganj railway junctions. There are only unimproved platforms and retiring rooms. Most of the stations in my constituency are devoid of platform sheds. There are worn out coaches and engines. Regarding the withdrawal of trains from branch

[Shri Dwaraka Nath Das]

sections, particularly in the backward areas, I should say that there is some secret understanding between the surface transport and the rail transport. One of the prestigious trains of southern Assam, the Cachar Express is yet to originate from Karimganj junction of Karimganj district. Two trains, that is, Cachar Express and Barak Valley Express originate from Silchar. My demand was that at least one should start from Karimganj junction, but this is not done.

MR. CHAIRMAN : Now, please conclude, Shri Dwaraka Nath Das.

SHRI DWARAKA NATH DAS : In my constituency, a survey from Lala station to Bhairangti extension line service in the Mizoram border has been made. But in this present Budget there is no mention of it.

As I said in the beginning, Karimganj has been deprived of in this Budget. Hon. Railway Minister himself visited Southern Assam on 22nd January, 1997. He had promised many things. But, practically, he has not given anything to my Constituency, Karimganj-SC of Assam.

With these few words, I conclude.

[Translation]

SHRI MANGAT RAM SHARMA (Jammu) : Mr. Chairman, I rise to the support the Railways Budget. I am deeply grateful to the Railway Minister for making a provision of 100 crores in this year's budget for Jammu-Kashmir especially for the construction of a rail line from Udhampur to Baramulla in Kashmir. It is a welcome step to bring the people of Jammu-Kashmir in the national mainstream. I feel that with the extension of railway line to Baramulla or from Jammu to Pooch, the people of Jammu would gladly come in the national mainstream and it will also put a check on the inference by Pakistan and China. It would strengthen our defence. I congratulate the present Government on the behalf of the people of Jammu and Kashmir and other Members from the State and on my behalf for making sincere efforts to take the rail-line beyond Jammu. I would like to say that before 1947, there was rail line from Saikot to Jammu but after the partition this rail line was closed and during the hence of Smt. Indira Gandhi the rail line was laid from Pathankot to Jammu, on which trains run upto Jammu only. During Smt. Gandhi Government, a proposal to construct the rail line from Jammu to Udhampur was mooted and Smt. Gandhi laid the foundation stone in Udhampur in 1983 for the construction of rail line. It will still take a long time to complete this work. I request the Minister for Railways to immediately transfer the office of Chief Engineer (Construction) from Delhi to Jammu so that the construction work could be supervised properly and the rail line from Jammu to Udhampur could be completed by 1999. As per my information, the Prime

Minister is to lay the foundation stone of Udhampur-Baramulla railway line on 15th March in Udhampur and construction work will start on Udhampur-Baramulla section. I would request you that the construction work should be started in both Udhampur and Baramulla and the construction work should be assigned equally to small contractors so that the local people get employment opportunities.

MR. CHAIRMAN : You want that the construction work should be started from both sides and foundation stone should also be laid on both sides.

SHRI MANGAT RAM SHARMA : The construction work should be started from both sides so that local people of both the places as well as people of Kashmir got employment opportunities.

Similarly I want that doubling of Jalandhar-Jammu railway track should be undertaken soon so that trains on this section could run properly.

I am glad that all the honourable Members who participated in this discussion have all in one voice supported the projects in the Railway budget for North eastern states and Jammu and Kashmir. I would like that there honourable Members should also urge the Finance Minister of the time of discussion on general budget to allocate sufficient funds for Railways so that work could be started on all the projects included in this year's Railway budget and some construction work could be carried out in all the states in the country.

I would also urge upon the Railway Minister to provide basic amenities at the Jammu Railway Station where a large number of devotees then up for the 'darshan' or Mata Vaisno Devi every year. Terminal facilities should also be provided at this station. Besides Jammu and Kashmir should also be connected with other parts of the country through Railways to enable the people from all parts of the country to come here to have a view of the sacred Mata Vesno Devi and the people of this area could get all the facilities.

Now I would like to raise a few demands of my area.

MR. CHAIRMAN : Please enamerate your demands quickly.

SHRI MANGAT RAM SHARMA : I would again urge upon the Minister for Railways to complete the survey work of Jammu Poonch-Rajouri line at the earliest so that construction of this rail line could be commenced as three cities Jammu Poonch and Rajouri are situated on the Pakistani border. The construction of this rail line would not only strengthen our defence line in this area but also benefit the backward people of this area.

Though I wanted to mention several things but without taking much of your time. I would, at last like to make a mention of the serious problem of unemployment. At present as many as names of 2 lakh unemployed youths are registered Employment officers.

MR. CHAIRMAN : O.K. you mention it at the time of discussion on general budget.

SHRI MANGAT RAM SHARMA : I would like to state that our youths should be given jobs in the departments of Railways and Government as a special case.

With these words I strongly support the Railway budget and also every compliments to Chairman of Railway board as well as the Prime Minister from the care of my heart for doing justice with Jammu and Kashmir and allocating substantial funds for our state to undertake construction work on all the progress included in the Railway budget for connecting Jammu and Kashmir to all parts of the country I once again convey my sincere thanks to the Railway Minister.

DR. SHAFIQR RAHMAN BARQ : Mr. Chairman, Sir, thank you for allowing me to speak at this hour when at the stroke of the midnight the date would change and with God grace I shall be able to live up to this change. On this occasion, first of all I convey my sincere thanks to the Railway Minister for presenting a such an revolutionary budget. Ours is a very large country with a population of 90 crores. It has got 22 thousand Kms rail lines.

MR. CHAIRMAN : Mr. Barq, please come to the issues directly instead of going into the background as we have time constraint.

DR. SHAFIQR RAHMAN BARQ : Alright Sir.

MR. CHAIRMAN : The length of rail lines in the country is more than 62 thousand kms, not 22 thousand kms. If you have some issues relating to your state or constituency, please mention them quickly instead of dwelling upon the background.

DR. SHAFIQR RAHMAN BARQ : I leave the issues pertaining to my state though my state has been the largest state of the country some extent, ignored. I now come on to my native place. Sambhal is a historic place which had been the capital during the regime of King Prithviraj and a province under Moughal period. However, unfortunately it is now a Tehsil only. It has a population of 3 lakhs. Sambhal has been linked with Sambhal-Moradabad branch line. It has not yet been linked with the main line due to which this city as well as the surrounding areas have been backward and are lagging in development.

I would urge the Railway Minister link Sambhal with Gajrola via Hasanpur, I had submitted this request to the Minister for Railways at the time of last Railway budget also. This time also I have given this request in writing and he has assured me to link Sambhal with Gajrola via Hasanpur. Therefore, I earnestly request the Railway Minister to link Sambhal with main line so that Sambhal and surrounding area could see the light of development and people of this area are benefited.

Sambhal is a large town. Asia's largest mandi (market) of Mentha is situated here. It is also a big mandi (market) of grain and potatoes. It is big business centre. However, this city has not yet been linked up with the main railway line which has reached in all the nook and corners of the country.

Since childhood, I have thought that the rail line ends in Sambhal. It is a matter of great sorrow. It is my earnest request that Ghaziabad to Bareilly rail line on Delhi-Lucknow main line which is at present a single line, should be doubled, so that electric train could also be run on the line. Many V.I.Ps. and large number of people travel on this route. Therefore, this line should be doubled. I would take minister to note it down.

I have to make one more request that there is not direct train from Moradabad to Ajmer Sharif. A lot of people go to Ajmer Sharif daily on business trip also. But no diesel train is available. A direct train should be introduced from Moradabad to Ajmer Sharif for the convenience of the local people.

The checking staff of Railways is the victim of injustice. I have given a request to the Minister in writing that both the checking staff as well as the running staff work in the similar conditions yet there is a no parity in their salaries. They travel in the same train together but there is wide disparity in their salaries. They are the victims of worst kind of injustice. Before 1931 there was no such difference. Two guards (Running stall) and T.T.Es. (checking staff) are not getting equal salaries. I request you to bridge this gap and make an announcement to this effect in this year. The Railway Minister is present in the House.

24.00 hrs. [13.3.1997]

At this point of time, my main point is Sambhal rail line and when the Minister of Railways replies to the debate...*(Interruptions)*

MR. CHAIRMAN : Please conclude. Why are you repeating your earlier demand? Everything has been included in the proceedings. The date has also changed.

DR. SHAFIQR RAHMAN BARQ : Yes, the date has changed, let the fate also change.

MR. CHAIRMAN : You had desired that the date should change while you are speaking. The date has changed.

DR. SHAFIQR RAHMAN BARQ : I have not been able to speak for a minutes.

MR. CHAIRMAN : No, you have spoken for 9 minutes.

DR. SHAFIQR RAHMAN BARQ : Would you not give me more time.

MR. CHAIRMAN : It is over. You have been given a chance to mention the issue of your consistency.

DR. SHAFIQR RAHMAN BARQ : Sir, you have allowed others to speak for 20-30 minutes but it is unfortunate.

MR. CHAIRMAN : I allowed the Members to speak for that long yesterday, not today. It is alright now you take a minutes or two. You are not being deprived of your right, you have given the chance.

DR. SHAFIQR RAHMAN BARQ : If this so, I conclude with this couplet :

"Mohabbat karne wale gam se ghabraya nahin karate;
Shikayat kya, Laboan par aah bhi laya nahin karate."

SHRI DINESH CHANDRA YADAV : Mr. Chairman, Sir, I rise to speak in favour of this budget.

I would like to congratulate the hon. Railway Minister for what he has done in such a short period for the entire nation. The Railway Budget evokes a lot of reactions. I have noticed a reaction, from an hon'ble Member who has been a former Railway Minister and has been representing Bihar throughout. His reaction was one amongst many other reactions from other hon'bel Members. He has said that this budget is for Bihar or for a region. He was convinced that the budget marked a turn for the worse. I think that he might not have made such a remark on the loans of merits and demerits but out of jealous or ill mill since he has been a representative from Bihar, had been the Railway Minister and had not done anything at that time. When, today something is being done then it is but natural for him to be jealous.

When a number of hon. Members from Bihar used to rise to speak the people used to think it was the budget of Bihar or Poorvanchal. Briefly I would like to submit that it is not the budget of Bihar. You know that Bihar is not merely a source of income. Even the English had taken mineral resources from Bihar and they had sent even the muscle power of Bihar abroad. The same is going on even today. If the mineral resources of Bihar are used in that state itself then it will certainly be good to Bihar but this just does not happen. Now, when some welfare measures are under taken in Bihar, the people become restless. I would like to make it clear by citing a simple example that after independence the development of railway in Bihar could not take place proportionately. I would like to submit that population-wise Bihar is the second largest state in the country after Uttar Pradesh.

As per the census of 1991 the population of Bihar was 8.63 crore. It has 5283 kilometers of railway line. The population of Gujarat was around 4.11 crore and it has 5320 kilometers of railway line which is more than that of Bihar. The population of Madhya Pradesh is 6.61 crore and it has 6000 kilometers of railway line. The population of Rajasthan is 4.38 crore and only 5.924 kilometers of railway line has been laid in it. Likewise the population of Andhra Pradesh is 6.63 crore and the

railway line there is 5057 kilometers long. Similarly Maharashtra has the population of 7.87 crore and the railway line is 5462 kilometers. It does not mean that I am against any particular state, that there should be no railway line. It should be everywhere but nothing could happen in Bihar till date. If we take up the data of the last five years we will find before this Government of the United Front took over, we will find that only 5000 kilometers of railway line was laid there but as far as I know that 40 kilometers of railway line laid is not included in those 5000 kilometers. Therefore, Bihar was given step motherly treatment. But the hon. Railway Minister, Shir Ram Vilas Paswan, has done justice to Bihar and has not deprived Bihar of its right. He has tried to give Bihar its due but it did not get its due in full. The people of Bihar have a ray of hope that their rights would not be usurped. I would like to speak about my constituency, the Britishers had laid 16 kilometers of railway line from Nirmal to Maptiyahi lying in the Kosi area and 38 kilometres of railway line from Bheem Nagar to Pratap Ganj. The floods have destroyed this line but none is worried about laying the line again. Funds were made available by this Government for a survey there since when ten months have passed but the survey of only 100 kilometers of railway line has been done. Out of that the survey of the 16 kilometers of railway line from Nirmali to Maptiyahi, has not been got done by the railway officers even in ten months. Nirmali is a part of Saupaul district. One has to travel by road to reach Saupaul from Nirmali and if one goes via Nepal then 100 kilometers of distance has to be traversed. If the people of Nirmal want to go to Saupaul from India then they have to cover a distance of 300 kilometers and have to pass from 6 districts. Attention should be paid towards this severe problem of the residents of that area. My submission is that the hon. Railway Minister should pay attention towards these problems and find out a solution to these.

At the time of the last Railway Budget speech it was said that if the proposal of road overbridge comes from the State Government, it would be completed. It was also said that the State Government does not want to give its share. But the Government of Bihar has sent six proposals of road overbridges. You can merely claim about the road overbridge of Ara the State Government has not given the amount in it. The State Government has given its share four all the other five places, be it the overbridge of Hazipur or Parasnath, the scheme of which has been postponed or be it Sindri or fatuas, the work has not started on it. The process of land acquisition has been going on there, therefore the Government of Bihar is nowhere fault with regard to the overbridges. A proposal to construct road overbridge at Saharasa was sent on 22.11.96 but the same has not been included in this budget. I want that it should be sanctioned. The inauguration of the work of modernisation was done on 4th November, 1996 and the funds were also made available but not even a

single rupee has been spent on it. The gauge conversion of 155 kilometer of railway line from Saharsa to Farbisganj was sanctioned and its foundation stone was laid. The construction work of it was taken up in a limited area. The number 51 bridge, which is a big one was to be constructed at the cost of rupees 9 crore. The Railway Budget was presented quite sometime ago but the construction work could not be undertaken. Merely 8 crore rupees have been earmarked for it this year. He (the Minister) has said that this line would be functional within three years but the work on it has been started in a limited area. If he wishes to sanction rupees 8 crore yearly then it would take more than 10 years. Therefore more amount should be allotted.

There is a computer at Saharsa junction. It has been linked with Delhi circuit only on account of which Howrah bound passengers have to face a lot of problems. It should be linked to other circuits also. Hon. Minister, Sir the decision of gauge conversion of 87 kilometers of railway line from Khagaria to Samastipur has been taken but the distance of 8 kilometers from Khagaria Mausi is not proposed to be covered. It should also be included in it. Likewise there should be a foot overbridge at Saupaul station. Name of the station? A waiting room and generation should be provided at Simri Bakhtiyarpur station, since it is a good market and division. Likewise, a shed should be provided at the entire platform at Radhopur station. Likewise a shed should also be provided at platform number 4 at Mausi junction. The office of the Divisional Railway Manager should be set up at Saharsa.

I would like to draw your attention towards a serious problem now. The hon. Member Shri Brahama Nand ji Mandal has put up a question, which is not only the question of his constituency but the question of the entire Northern Bihar. I know, that you have problem but you should connect Khagaria to Mungher through Railway line. The Northern Bihar is a backward area. If it is connected, it would develop. A railway survey should be conducted from Kopria to Bihariganj. The railway line from Pratapganj to Bhimnagar is in ruins, it should be constructed. A decision regarding Saharsa to Darbhanga via Biraul has also been taken.

At last, I would like to conclude, saying two things. There is no train for Patna from Saharsa, Madhepura and Saupaul falling under Kosi area. A broad gauge railway line is being constructed from Hazipur to Badhwara, therefore there would be no direct train from Saharsa to Hazipur. My submission is that there should be a direct train from Mausi to Patna. Janki Express steams off from Katiyar at 7.15 A.M. and on account of it the passengers coming from Calcutta side do not get the train. Therefore, my submission is that it should be run half an hour after its present scheduled time.

I am thankful to you for giving me an opportunity too speak and I support the Railway Budget presented by the hon. Railway Minister.

[English]

MR. CHAIRMAN : Shri A. Sampath.

AN HON. MEMBER : Sir, Shrimati Phoolan Devi is the only lady Member sitting here. She can be allowed to speak.

MR. CHAIRMAN : It cannot be done like that. She has sent her name just now. Moreover, a Member from her party has just spoken.

SHRI A. SAMPANTH (Chirayinkil) Mr. Chairman, Sir, good morning. It is IST 0010. I hope I am the last Member speaking from Kerala.

MR. CHAIRMAN : I think every Member from Kerala has spoken.

SHRI A. SAMPATH : Not yet, Sir.

MR. CHAIRMAN : Are there still some Members left?

SHRI A. SAMPATH : Yes, Sir.

MR. CHAIRMAN : All right.

SHRI A. SAMPATH : Sir, we all support this Government. We have differences of opinion regarding political matters, political perspectives, views and differences in ideologies. But that does not matter, especially in the developmental activities of our State.

I support this Budget and I appreciate the task that was fulfilled by our hon. Railway Minister. The preparation, presentation, passing of the Railway Budget are a Herculean task and I congratulate Shri Ram Vilas Paswan for undertaking such a Herculean task.

There is a saying in the South, especially in my State, that if the Britishers had not come to India, my State would not have got even a single piece of railway track. The length of the railway track that we got after India became a Republic, is too meagre. I am very much ashamed of it.

There is also a saying in the South that the Central Government, especially the Railway Ministry is always acting like a compass because it is always looking towards the North and it is neglecting the South. I am happy that there was a change in the last year's Budget and I hope that there will be a change in this year's Budget also in the Minister's reply to the debate that we expect from the hon. Minister on the coming day.

We have certain grievances to put forth. We do not have sufficient number of trains, we do not have sufficient number of bogies and we do not have sufficient amenities for the passengers. I come from a constituency which is towards the South of Kerala. I am representing the constituency of Chirayinkil.

The famous and the most important pilgrim place of southern Kerala is Varkala. It is the *Samadhi* place of Lord Shri Narayana Guru. Shri Ram Vilas Paswan had come there and had spoken to a large crowd there. Shri Narayana Guru was not only a philosopher but a saint and a social reformer also. I would like to say that when the 6303/6304 Vanchinadu Express was initiated, a stop

[Shri A. Sampath]

was provided at Varkala. But, later on, that stop was removed. Certain new stops were allowed. But, still, even after years and years of requests this stop has not been restored. Requests have been made for the past some 3-5 years. All the requests have fallen on deaf ears. The stop has not been restored so far. This is a cruelty and humiliation shown to Lord Shri Narayana Guru himself.

Sir, I would like to invite your attention to one major thing which is a very important matter. There was a proposal for establishing a coach yard at Thiruvananthapuram the capital city of Kerala. At first the proposed site was at Nemom nine kilometres towards the south of Thiruvananthapuram Central station. Later, it was stated that it was going to be established at Kochuveli, which is nine kilometres towards north of Thiruvananthapuram Central station. Now we do not know whether it is going to be established or not or whether it is going to be taken to some other State. It is quite a pity. We would like to know whether the Ministry of Railways is going to establish it at Thiruvananthapuram or not and if they are going to establish it, he may please tell the place where he is going to establish it.

In his reply to the Budget discussions last year, our hon. Minister of Railways had promised to convene a conference and meetings or M.Ps. Zonal wise. That has not taken place. All of us, senior railway officials and M.Ps., travel by either first class or A.C. class; if not, I would like to say that we all travel by air. We must definitely see what is happening to the poor passengers. The Railways are the poor man's mode of travel. It is the only mode of travel that a poor man can afford. As the hon. Minister has stated, the Indian Railways has a social outlook and social obligation which has to be fulfilled. I request the hon. Minister of Railways, through you, that we must have more second class coaches or bogies.

Sir some representations from women's organisations were put forth to the hon. Minister of Railways as well as to the Railway Board, that in all the trains the bogey or the coach reserved for ladies is towards the end of the train. That itself creates certain inconvenience for the ladies. The women's organisations and even the National Commission for Women have made a request and I also submit that the ladies' compartment, should be in the middle of the train, between the first class coaches or in between the second class coaches.

SHRI RAM VILAS PASWAN : If they are in the last portion of the train, and if they have made a demand that the coach should be in the middle, that will be in the middle of the train.

SHRI A. SANPATH : Thank you.

Sir, Kerala has its own problems because of the density of the population. More than three million people are living outside the State. This is the major transport

system that we have. We want more funds and we want a more speedy development of the Railways. As all other Members from my State have spoken so much elaborately, I do not repeat what they have stated.

Sir, last but not least, there is another thing which is important. Crores of rupees have been invested for implantation of the lifting barriers at various level crossings. But these lifting barriers are not working now. Even after the implantation these lifting barriers are not working for the past two years. They are just put there and they are not working.

In the last Budget, the only railway overbridge which was provided for Kerala was at Varkala in my constituency. Some seventeen lakh rupees were provided for it. The construction has not yet started. I fear that if this work is not started the funds will be diverted somewhere else.

So, while concluding, I request that the work of the railway overbridge may be started at Varkala immediately.

I thank you for the opportunity given.

SHRI MANOJ KUMAR SINHA : Mr. Chairman Sir, first of all I would like to thank you very much for giving me an opportunity to express my views though a bit late.

MR. CHAIRMAN : Your turn was a little later but I have allowed you to speak before.

SHRI MANOJ KUMAR SINHA : I thank you very much. Since I am speaking on this topic for the first time therefore I would like to have your special attention. Otherwise I am not an economist to go into the details of qualities. I think that there is nothing should in the budget which should be supported. It has no direction and no merit what so ever it can not be supported by any opposition. The hon. Railway Minister has tried to earn encomiums while presenting the budget of 1997-98. I would like to start from his speech before dwelling on the other reactions on it. Shri Nitish Kumar ji has said that there were mixed reactions on it. I would not like to stretch that topic but I think that striking a balance in the increase of freight and fare is always the burning issue. I would not like to go into the details of what has happened in this budget since many speakers have given vent to their views on this topic. I would like to mention 2-3 main points. With regard to the increase in the freight the industrial and business institutions have estimated that last year the increase of 10 percent and this year also the increase of 12 percent would lead to inflation. At the time when Manmohan Singh ji presented the budget, he had earned much praise and had said that the inflation would be confined to a single digit but today the business organisations have estimated that after this Railway Budget and the Budget the rate of inflation would stabilise at the figure of 12. I do not think that there is anything in it which can be supported. I think that the hon. Railway Minister had not at all paid his attention towards the security, safety and punctuality

aspects in the railway. I was very much surprised when two hon. Members of this House, who support this Government, halted a train like Rajdhani Express at such a place where it did not have a stoppage. There is no mention of the trains which cover the long distance and the people travel in these trains just to reach their destinations in time. If such trains are stopped at will those who support this Government then I do not think that the trains would be able to run in this country. I would like to draw the attention of the hon. Minister specially towards this issue that action should be taken against anyone who does not abide by the law. Specially, those who work on your support in this manner, I think that it is his responsibility and he must pay attention towards it. The railway analysts claim that the ratio of freight and fare during 1950-51 was such that a single fare upto one kilometer was equal to the freight of one tonne of goods. Today the situation is that the ratio is 1:3. At the time of independence it was one each to half and today it is one each to three.

The hon. Minister in his budget speech has said that railway is not merely a commercial organisation but it shoulders social liability also. I am at a loss to know which social responsibility they are going to shoulder. How would the railways discharge its social liability. The increase in freight is not 22 per cent. It seems to be 22 per cent but when this hike will be 12 per cent on 110, I think that the total hike would be 23 per cent. It can be very well understood as to how much the people will have to suffer on account of this. The Minister has himself been a victim of it. Therefore, I expect from him that he would think over it. Not because I am saying so but I think that all the hon. Members of this House have drawn his attention towards it. I understand his compulsion that he lacks funds but to what extent the freight would be increased due to the paucity of funds? I would like to urge upon the hon. Minister that so far as the issue of separating the sleeper class and the ordinary class is concerned, this campaign is run by the mobile squad but what it does is nothing but merely loot. When the illiterate and rural person boards the sleeper class they extort money from him by threatening him to send him to jail and recover the amount from him arbitrarily. Half of the amount goes in their pocket and the rest half goes to the Railways. I am unable to understand what sort of saving the railway is going to do through it. You will not believe but there are such railway stations where you go to the booking window of railway during day time and ask for a ticket of sleeper class, believe it that perhaps there is not even a single railway station of the country where you will get a ticket of sleeper class during ordinary days. Therefore, my submission to him is that he must pay attention towards it.

So far as discharging social responsibilities is concerned, senior officers of railway are leading a luxurious life and are involved in corruption. Hence I think that Government should also pay its attention to

this aspect. There is a big difference in the salary of lower class employees and these officers. The Hon. Minister belonged to the socialism background. If he does not pay attention towards it, I understand that he cannot fulfil the promise he made to the members of Parliament from various States. The loss of Rs. 5000 crore has not been made good. Then how can he tide over it.

Mr. Chairman, sir, I know that Mafias are involved in thefts in railway and they are getting political patronage. I do not want to repeat the thing that was said here about land but the hon. Minister has taken a step in the matter of transparency. Whatever he is purchasing he will retain that and publish the price list. But corruption is rampant in this deal also. We were expecting that he will take stringent action against this mal practice because he used to do such fits in his younger days.

SHRI RAM VILAS PASWAN : You please tell me as to what are your suggestions in regard to corruption?

SHRI MANOJ KUMAR SINHA : I am giving it in writing and if you give me permission and time, I can tell.

MR. CHAIRMAN : They meet daily so there is no need to give in writing, you can tell him.

SHRI MANOJ KUMAR SINHA : Indian railways is symbol of Indian nationality. I am very happy that a survey has been conducted of Jammu and Kashmir and North East areas but I think that there are more backward areas in the country and due attention has not been paid to them. I come from the eastern part of Uttar Pradesh. The contribution of this area is not less than any other parts of the country in the struggle of independence. Although India got freedom on 15th August but in this area that flag of independence was flown on the 8th August. The people of this area faced the bullets of the Britishers. The Hon'ble Prime Minister calls himself to be a son of farmer and I am confident that he would look into the background under which the farmers of this country launched agitation. You must have heard the name of Swami Sahjanand ji. He was born in our district but this area has been neglected completely. The areas of Ghazipur, Balia come under it. Therefore I request that...

MR. CHAIRMAN : It is true that he was born in your area but his place of work was Bihar.

SHRI MANOJ KUMAR SINHA : I thank you for enriching my knowledge. I was going to say that there was a metre gauge line in Varanasi-Balia. After gauge conversion two trains are running on it but they do not stop at any station of this area. The train which was passing through Mirzapur, Balia, Vanaras, Lucknow, Guhawati has been withdrawn. I had requested verbally and in writing that a DMU be introduced between Balia and Varanasi. There is a village called Gahmar having a population of 50 thousand in our area. The number of soldiers contributed to army by this village is more

[Shri Manoj Kumar Sinha]

than the contribution of a district. The people of this area have demanded that Farakka Express should be stopped there. Even today 3700 retired army personnels live in this village. I request that attention be paid towards it. The Prayagraj Express runs between New Delhi and Allahabad. I request that it should be extended upto Varanasi. Not only Varanasi but entire eastern Uttar Pradesh would be benefited by it.

Earlier the people of Uttar Pradesh used to say that because they make Prime Ministers this state could not develop. But today it has been seen that only that state is being developed from where the Prime Minister and Railway Minister come. I think that Hon'ble Prime Minister and Railways Minister should work above this psyche and think about the entire India. I request the Hon. Minister to work in this manner. I am very happy that he has provided funds to Bihar. Bihar has been neglected for many years. Uttar Pradesh is cursing itself. Please consider about it.

With these works I thank you.

*SHRI K.H. MUNIYAPPA : Mr. Chairman Sir, I rise to support the Railway Budget, 1997-98. I congratulate the Hon'ble Ministers Shri Ram Vilas Paswan and Shri Satpal Maharaj for presenting a well balanced Budget.

Karnataka had no place in the map of Indian Railways few years ago even through several persons from Karnataka became Railway Ministers Eminent leaders Shri Kengal Haumantiah, Shir Jaffer Sharief, Shri H.C. Dasappa and Shri George Fernandes became Railway Ministers.

These leaders did service to the nation but they neglected the state of Karnataka. They could not provide better railway facilities to the people of Karnataka. Shri Jaffer Sharief took the intiation and introduced some new trains in Karnataka. He took up certain gauze conversion work also. Shri Ram Vilas Paswan and Shri Satpal Maharaj are determined to improve the railway facilities for the people of Karnataka.

The narrow gauze line between Yelahanka and Bangrpet is more then 100 years old and the length of the railway line in my constituency is only 147 k.m. The gauze conversion work between Yelahanaka and Chikkaballapura has been completed. The length of this portion of railway line is 70 k.m. The gauze conversion work between Kolar and Bangarpet is at the verge of completion. This 96 k.m. long line conversion work was to be completed by March 31, 1997. The Hon'ble Minister in his reply to my representation has stated that the work would be completed on time. The work between Chikkaballapura and Kolar has not yet started. The length of this line is 80 k.m. only. This work should be taken up immediately.

* Translation of the Speech originally delivered in Kannad.

Gauze doubling between Bangalore and Jolarpet is also a very old demand of the people of Karnataka. Major portion of the work is over. The work between Kuppam and white field has not progressed. Similar is the case of electrification. Electrification between Jolarpet and Chennai was over long ago. Unfortunately electrification is still pending between Bangarpet and Bangalore. The trunk line between Bangalore and Chennai is very much affected as it is only a single line between Kuppam and white fied. Here, many times the trains have to halt hours together.

Laibagh train should have a stop at Bangarpet as it is a very important commercial centre in Karnataka.

Bangalore-Salem broadgauge line has been completed and due to this four trains are being diverted. They are :

1. Bangalore-Kanyakumari Express,
2. Bangalore-Quilon Express,
3. Cochin-Rajkot and
4. Nagarkoil-Gandhigram.

For the past 35 to 40 years this Bangalore-Kanyakumari Express (Train 6525/6526) is running in the existing route via Bangarpet (only junction in Kolar District), Kuppam (Constituency of Mr. Chandrababu Naidu, Hon'ble Chief Minister of Andhra Pradesh) and Tirupathur (Tamil Nadu) connecting Salem, Coimbatore, Palghat, Trichur, Trirupur, Cochin, Trivendrum, Nagercoil and Kanyakumari. This is the only train in this route which connects all these place thereby meeting the needs of Agriculturists, (to Buy/to repair submersible Motor Pumpsets from Coimbatore) Industrialists, thousands of Keralite families residing at KGF, Bangarapert, Kolar and other parts of Kolar District and adjoining taluks of Andhra Pradesh viz Kuppam, Palamaner, Chittor. This train enjoys good patronage and earnings to Railways at Bangarapet Junction which also caters to the needs of two Public Sector Giants. i.e. Bharat Earth Movers Ltd., and Bharat Gold Mines Ltd., KGF (just 10 kms away from Bangarapet junction).

It has been gathered that Southern Railway have proposed for this diversion in the newly laid route via Hosur, Dharmapuri only to reduce the density of traffic on White Field and Kuppam Single line track (about 80 kms.) on this Bangalore-Chennai trunk route. It is also learnt that Conjection of traffic on this single track line can be avoided when once the on going Track Doubling Project between Whitefield and Kuppam is completed. It may be noted that this project is going on at Snails pace since May 1993 not even completing upto next station from white filed end for the past four years.

At this juncture it is not justified for Railways to divert a popular Train viz., Bangalore-Kanyakumari Express and other three weekly trains running on the present route just for the sake of reducing the density

of traffic. It is also learnt that running of train on the existing route via Bangarapet, Kuppam is more economical and speedier on this electrified line than that of running the train with a Diesel Locomotive (Saving of Foreign Exchange) on Single line through Ghat Section via Hosur-Dharmapur just to save an overall distance of 40 kms. only. People of this Land of Gold, Silk and Milk (i.e. Kolar District) have already shown their displeasure for snatching away the existing facilities (even though economical) by Railway through various letters, Telegrams, united Discussions by Traders, Businessmen, various passengers Associations and other public organisations with Divisional Railway Manager-Bangalore Division. Citizens of Bangarapet, KGF and Kolar have jointly made Rail-Roko agitation at Bangarapet junction on 02.02.1997 by stopping Chennai-Mysore Shatabdi and Bangalore-Chennai Lalbagh Express. It is also learnt that the Federation for Karnataka Chamber of Commerce & Industries Bangalore have already taken up this issue with your kind self.

In view of this, Hon'ble Ram Vilas Paswanji is requested to advise the concerned Railways authorities to immediately stop un-popular programme of diversion of trains on the new route by taking away the existing facility enjoyed by all the citizens of Kolar District since 35-40 years. Instead, you may advise the Railway Authorities to introduce new trains on the new route which will help travelling public of both areas.

Bangalore-Kanyakumari should have a stop at Malur also.

MR. CHAIRMAN : Mr. Muniyappa, you need not explain the details. Please mention points only.

SHRI K.H. MUNIYAPPA : Sir, this is a very old and popular route in my constituency. Four to five taluks are involved and five lakh people of this area are affected on account of this diversion. People have no any other alternative and we have to face them. About 5000 working persons of the Capital travel on this route of Karnataka.

Jolarpet-Bangarapet passenger train is also a popular train of the common people and hence it should be extended upto Bangalore without any further delay.

Sir, most of the state capitals have many trains running between them and the nation's Capital. But strangely, Karnataka has only one daily train from Bangalore to New Delhi. The waiting list on this train invariably goes beyond 300 every day. It is a very difficult task to get confirmed tickets in this train. I therefore, urge upon the Hon'ble Minister to make the Rajadhani Express which runs only once a week between Nizamuddin and New Delhi a daily train.

Gauge conversion work between Bangalore and Hyderabad should be completed at the earliest and a direct line should be provided for the commuters of these two Capital cities.

Similarly the conversion work between Chikkaballapura and Kolar should be completed before December, 1997 to avoid further agitations by the people of my constituency. At the same time this line should be linked to Madanapalli. This link would enable the people of the Bangalore and Kolar districts to go to Tirupathi most conveniently.

The amount allocated in the current Budget is not at all sufficient for completing the works mentioned above. I therefore, urge upon the Hon'ble Prime Minister and the Hon'ble Finance Minister to allocate sufficient funds for completing these very long pending railway works in Karnataka.

Sir, I thank you for giving me an opportunity to speak and with these words I conclude my speech.

[English]

SHRI C. NARASIMHAN (Krishnagiri) : I rise to support this Railway Budget. It is one of the revolutionary Railway Budgets. So, I would like to congratulate the hon. Railway Minister for presenting such an excellent Budget which is pro-poor and pro-common man.

In his submission, the Railway Minister has said it clearly that railways are not only a commercial organisation but they are also an efficient public organisation for the development of the backward areas of this country. I wish and hope that this Government headed by our hon. Prime Minister Shri Deve Gowdaji will prove it to the nation. We are really proud of this. Another thing we are really proud of is that Indian railways are the only profit-making railways in the world.

Again while congratulating the Railway Minister, I would like to suggest the following points for consideration as also to implement a few demands to improve the service of the railways. ... (Interruptions)

[Translation]

MR. CHAIRMAN : You should not get chance those members who are sitting here continuously they should set opportunity.

Mamtaji has said correct about you that after sleeping you have come here to speak.

SHRI MOHAMMAD ALI ASHRAF FATME : I do not sleep. Now, it is Morning.

MR. CHAIRMAN : As per English it is morning while with a view Bihari it is still night.

[English]

SHRI C. NARASIMHAN : The vital point is the shortage of funds for the railways. Track renewals, gauge conversion, new lines, electrification, doubling and surveys etc., are some of the important things for railways. But beyond these, the important thing for the railways is the generation of internal fund. I request the hon. Minister to consider conversion of waste lands and vast assets of the railways for the commercial

[Shri C. Narasimhan]

exploitation with the help of IRCON, CONCOR, IRFC, RIOTES in raising funds.

Another thing is about computerisation. Computerisation is very much needed for booking tickets for onward and inward journeys throughout the country.

The Railway Minister has said in his Budget speech that railway exhibitions will be organised in Delhi only. We request the hon. Minister to organise such exhibitions in all the four metro cities as also in Bangalore.

Satellite phones are to be provided in almost all the express trains throughout the country.

Importance should be given to small-scale industrial sector as railways are purchasing cloth worth Rs. 7,000 crore from them. I request the Ministry to consider giving job opportunities to lakhs of unemployed youth of this country mainly in the small-scale sectors.

Another thing is that the recommendations of the Fifth Pay Commission are not satisfactory to Class-III and Class-IV employees. I request the hon. Minister to reconsider these proposals.

Railways provides cloth to its employees. A new scheme has been introduced for providing cloth to its employees during winter season. But we have seen that practically the cloth supplied is not of good quality. I request the hon. Minister to kindly ensure the quality of the material.

I also request the hon. Minister to procure more number of coaches for passenger trains as also for wagons. The number of coaches for passengers be increased from 2000 to 2,200, thus making an increase of ten per cent.

Another point is, you are well aware that Tamil Nadu is the only State which provides cent per cent support to this Government as also for this Railway Budget. I request the hon. Minister to give more importance to the demands raised by the Members of Parliament from Tamil Nadu to fulfil the commitment given to the voters of Tamil Nadu.

So, again I request the hon. Railway Minister to implement the projects without any delay.

In general, we request him to provide more funds for MRTS, Chennai projects so that they are completed in the current year or at least in the next year. We find that the present allocation is insufficient. So, I request the hon. Minister to implement all the announced new railway lines, conversions, electrification and surveys in a timeframe manner, especially for Tamil Nadu. I also request him to allocate full financial assistance to complete the pending projects in time.

The work of new trains from Madurai as well as between Coimbatore and Bangalore and whatever has been announced by the hon. Minister, should be executed without any delay.

We request that the frequency of Chennai-Delhi bound Rajdhani Express should be increased. It should be run at least four days a week.

The hon. Minister of Railways had inaugurated the new railway line between Bangalore and Salem. At that juncture we had requested him for a Division at Salem. Now, we request him again to sanction it.

All the stations of Tamil Nadu are very important stations and they should all be provided with TV and STD facilities. They should also be provided with modernised good waiting rooms because the condition of the present rooms is not so good. So, I request him to take immediate steps in this regard.

Regarding my constituency, Sir, I am coming from a place which is the birth place of Rajaji. We have been requesting for a new railway line between Jolarpet-Hosur since the day of Independence. Many rulers came, many Governments came, and many elected Members came to this august House, but in spite of our long-standing demands, nobody has considered this line. So, I request the hon. Railway Minister to consider this line because Hasur is a important place where we have about 1,500 factories, 300 large and medium scales industries with a potential of Rs. 1,500 crore investment and one lakh working people.

MR. CHAIRMAN : Please conclude now.

SHRI C. NARASIMHAN : Yes, Sir. I am just finishing.

We request the hon. Minister to provide the important railway overbridges across the national highways at Chennai and Bangalore near Natrampalli, Vaniyambadi and Ambar to avoid unnecessary traffic congestion. The people face lot of accidents there.

MR. CHAIRMAN : The region is known to everybody. You just name those places.

SHRI C. NARASIMHAN : Yes, Sir.

We really need overbridges at these three points. We also need one overbridge at Samalpatti on the highway in Pondicherry to Bangalore.

I also request the hon. Minister to provide the railway production units in the backward areas to create job opportunities for the youth.

About the stoppage of trains at a number of places, we have been requesting for the past 10 months and here also once again we request him to consider the stoppages of trains at places like Rayakotta and Palacode in my constituency to help the lot of the public as well as business and industrial people.

Mr. Chairman, Sir, I thank the hon. Railway Minister for the excellent Railway Budget. On behalf of the people of Tamil Nadu and 11 lakh voters of my constituency, I once again congratulate him and convey my immense faith in this Government.

With these words I conclude my speech. Thank you.

[Translation]

SHRI FAGGAN SINGH KULESTE (Mandla) : Mr. Chairman, sir, I rise to make some suggestions on railway budget and oppose it. I would like to say, through you, that hon'ble Railways Minister spoke a lot about Adivasi and backward classes. I represent Mandla Adivasi district of Madhy Pradesh. Perhaps he might have known that there is a metre gauge line in Mandla district since the British Government. Nothing has been thought about this line till date. I would like to furnish some information about it for the sake of knowledge of the Hon'ble Minister. Now he has made a provision for it. Jabalpur-Gondia line has been taken up for gauge conversion but it is not sufficient. Perhaps he may be aware that there is a big junction at Nainpur between Mandla, Nainpur Gondia and Jabalpur. Work is going on this junction for a long time but meeting has been done about it so far. There is no provision for it. I would like to submit that if he intends to do something for this Adivasi district, I would like to tell him that in the district of Mandla the population consists of 87 per cent Adivasis. There is a metre gauge line measuring 47 kilometres from Nainpur. It is called Mandla Fort and links district headquarters. It has not been converted into broad gauge so far. Hence I insist that Nainpur and Gondia should be linked with district headquarters otherwise this metre gauge line would continue to be there that we got from Britishers. Nothing has been done for this district since independence. I know there are many problems facing the railways but I request that atleast this railway line should be converted so as to provide relief to the people of this area. People belonging to labour classes live in this area and thousands of them go outside in search of jobs. But there is no means of transportation for them. The hon. Minister might be aware that trains with very old coaches are running in this area. In this connection, I would like to cite an example that during the rainy season people travel in these trains with umbrellas. It is an irony for us. Perhaps, this point has been discussed in this House so far. I, therefore, request you time and again that since you have taken up the work of Jabalpur-Godia line it would be better if Nainpur and Mandla are also included in it.

Secondly, I would like to say that the Hon. Minister of Railway has always protected the interest of Bihar and recently, a zonal headquarters of Railway has been set up there but there is a 45 km long narrow gauge line for district headquarter which has not been included for conversion.

SHRI RAM VILAS PASWAN : If I am not wrong Nainpur falls between Godia and Jabalpur.

SHRI FAGGAN SINGH KULESTE : But the rail line leading to district headquarters from Nainpur to Mandla in just 45 Km. long. Please, think about it. Secondly, you had proposed for a survey in this regard earlier. Several new lines have been considered for survey in

the current Budget. I also, would like to suggest one rail line from Bilaspur to Jabalpur via Mangeli and Mandla. It is merely 350 Km long. At present, the trains have to cover a distance of 750 km. from Bilaspur because they come via Bina and Nagpur. If you connect Jabalpur, Mandla and Mungeli then this distance would reduce to 350 km. only. It would be better if survey work of this line is taken up. I know that a survey was conducted in 1984 but till now no information has been provided in this regard. If you go through the old recods, you would be able to know about that.

If this line is connected, it would benefit the local people. You have stated about the survey work of one more new rail line. You must be knowing that there is an old rail line connecting Nainpur. If Bilaspur-Pendara line is connected the distance would reduce to 100 km only. It would be a direct line connecting Bilaspur, Mandla, Nainpur and Nagpur directly. It should be taken seriously for survey. There are some small problems of my constituency.

MR. CHAIRMAN : Please mention those problems only. There is no need to add explanatory note with them. Please mention the problems only because you have already consumed 10 minutes.

SHRI FAGGAN SINGH KULESTE : Our problems are trivial. I would like to say one more thing. There is another narrow gauge line-Chindwada Shivani and Nainpur and there is only one train on this route. The same train makes to and fro journey. There is no other means of transport. It is an long route.

MR. CHAIRMAN : Please, put your demands quickly, there is a shortage of time and everyone would like to speak.

SHRI FAGGAN SINGH KULESTE : I want to say that since we travel by train from Jabalpur to Delhi, therefore and arrangement for special direct train should be made for this purpose. Mahamaya Train comes from Nagpur and seven coaches are attached with it from Jabalpur and then some other coaches are attached to it at Bina. If some more coaches are added full fledged train can be introduced from jabalpur to Delhi and more people would get benefited.

You must be knowing that there is catering arrangement in this trains but unfortunately, there is no such arrangement in trains coming from our areas. This arrangement is available only in A.C. Second Class and not in general compartments. It would be better if the cattering facility is made available for general compartment too.

Mr. Chairman, Sir, I would also like to say something about recruitment in Railway. You have stated that 1700 candidates belonging to Scheduled Caste and Scheduled Tribe have been recruited. You deserve congratulation for it. I would like to state here for your information as well as for the information of the House that attention should also be paid to other parts of the

[Shri Faggan Singh Kuleste]

country. Sometimes, I fail to understand as to which areas, there recruited candidates belong and who exactly, they are? It seems that you have imposed certain limitation in this regard. I have received information that you have given priority to the candidates of some particular area. I want that poor people of other backward areas should also be provided an opportunity. The poor people will appreciate you for this favour.

In the end, I would like to say that the demand raised by me for gauge conversion should be considered seriously and should be included in the Budget.

SHRI TARACHAND BHAGORA (Banswada) : Mr. Chairman, Sir, I risk to support the Railway Budget. I would thank the Minister of Railway. Shri Ram Vilas Paswanji that he has ordered for the survey for railway line in the backward areas for the first time after the fifty years of Independence. This proposal was cleared eight months ago but the survey has not been conducted so far. I had also asked a question and in its reply, I was told that the survey would be completed by December. I request the hon. Minister that this survey should be conducted at the earliest and it may be included in the Railway Budget in the very current year so that the rail facility may be provided to the people of Tribal dominated areas of South Rajasthan who have not yet seen the train. They are very much eager to avail rail facility. Green marble and white marble are in abundance in Banswada. If Banswada is linked to rail line, it would also benefit the Union Government. I also want to request that the speed of Chetak Express running between Udaipur and Delhi may be increased. You have made provision in the Budget for gauge conversion for Chitorgar-Udaipur rail line, but this rail line is very important from strategic point of view. In case of war between India and Pakistan it would be a very important line for going to Mumbai and other places.

Udaipur in Rajasthan is famous for lakes. Thousands of tourists come here every year. Even today, they have to face difficulty in going there. Therefore, the gauge conversion of Ajmer-Chitor rail line should be done at the earliest so that fast trains may be introduced from Delhi to Udaipur. It would also increase the influx of tourists.

01.00 hrs.

[SHRI P.C. CHACKO *in the Chair*]

There is Nathdwara Temple at Udaipur. Thousands of pilgrims come here from Gujarat and Mumbai. Frequent incidents of accidents occur on National Highway No. 8 and many persons die in them. Therefore, the Udaipur line should be extended upto Ahmedabad and linked with the broad gauge line. It is only 200 kilometre long stretch. If it is done, then would be direct rail line for going to Mumbai and Ahmedabad from

Delhi. I would request the hon. Minister of Railway to include it in the forth coming Railway Budget. The speed of Chetak Express is still slow after so many years of Independence. It reaches Udaipur in nineteen hours after stopping at so many stations. Due to it the people of far away areas of Rajasthan avoid it whereas the people going to Ratlam reach there in 10-11 hours. I want to say that the hon. Minister has been making efforts for the development of backward areas. For the first time, I met him on July 19 and discuss the matter of development of backward areas and now he has approved it and made provision in the Budget. I would like to thank him for it. The reservation quota in the train going from Dungarpur to Mumbai and train going from Dungarpur to Delhi have been reduced. Earlier 3-4 seats were available from Dungarpur. Therefore, I would request you that the reservation of 12 seats be made available in the trains going from Dungarpur to Delhi and Delhi to Mumbai. It would be a boon for the backward areas. I have written about twenty letters in this regard but no reply was given as to what action has been taken. I urge upon you to make provision from the development of the backward areas. You have made provision for linking Udaipur and Chitorgarh in the Budget. I urge upon you to convert Ajmer to Chitorgarh line and Udaipur to Ahmedabad line into broad gauge line. The Members of Parliament have been demanding for this for the last fifty years. Demands have been made for conducting survey for this line many a times. The survey should be completed by August, 1997. Dungarpur-Ratlam via Banswada line should be linked with broad gauge line. It would benefit both the sides.

I support this Railway Budget and would like the Railway officers to cooperate fully in survey. I thank you for giving me an opportunity for expressing my views.

SHRI SATPAL MAHARJ : Hon'ble Members may give suggestions in regard to the stoppages to be avoided on this route so that journey to Udaipur may be completed in less time.

[*English*]

DR. ARUN KUMAR SARMA (Lakhimpur) : Mr. Speaker, Sir, I thank you very much for giving me an opportunity to speak. I stand here to speak in support of the Budget presented by the hon. Minister of Railways, Shri Ram Vilas Paswan. This Budget is for the poor and the common people. It has got a special significance because it has attempted to remove the regional imbalances in the country which is there for the last fifty years, since Independence. This Budget has emphasised the importance of Railway as public welfare organisations instead of the commercial organisations. It is also committed for the improvement of the welfare measures and for the development of the backward region.

It has also emphasised the need for procurement of 26,000 wagons, more than 2,000 passenger coaches and more than 300 locos during this Budget period

without taxing the common passengers. That is the most significant part of this Budget and that is why, I stand here in support of this Budget. At the same time, emphasis has been given for the development of infrastructure which has not been given so far, during the last 50 years of Independence.

The figure of 53,596 KMs of railway line is what we had inherited from the British period and only 9304 KMs of railway line were added. That is the figure of 1995 which means that only 15 per cent of the original figure that has been added. The addition per year comes to only 200 KMs. This is the fate of the development of the railway system. The remote corners of the country could not be connected through the railway network.

I must congratulate the hon. Railway Minister and also the hon. Prime Minister who were bold enough to take strong decisions to include some projects for connecting some of the States like Jammu & Kashmir and parts of the North-Eastern Region which were not so far connected by the railway network.

Another important point to be discussed here is this installation of railway lines in the most isolated areas like Kerala, North-Eastern States, Jammu & Kashmir, is not commercially or economically viable. Due to this reason, these areas were under-developed. After inclusion of these Projects I think, it would contribute towards national integration and towards bringing isolated areas into the mainstream of the country.

In 1995, the country had 62,900 KMs of railway track out of which only 39,612 KMs were of broad gauge. That constitutes only 63 per cent of the total railway track in the country. As regards the North-East, it had 1949 KMs of total railway track out of which only 468 KMs was of broad gauge. That constitutes only 18 per cent. The present move to removing the regional imbalance is mostly welcome to the people of the North-East.

During the last 15 years, a lot of Projects were taken up for the North-East regarding gauge conversion and for construction of railway bridge over the River Brahmaputra. But no Budgetary allocation was made. A very meagre amount was allocated and that is why, all the Projects remain incomplete.

During the recent visit of the Prime Minister to the North-East, for the construction of a bridge over the River Brahmaputra at Jogighopa which was taken up 15 years ago, an allocation of Rs. 150 crore was announced from the current year's Budget. Due to this sincerity, I hope that there would be a lot of development in the North-Eastern Region and also in other backward regions of the country. There are many other regions which are still backward in different States.

I would like the hon. Railway Minister to emphasise one point. We are trying to include the Trans Asian Railway network in our country. In that case, our request would be that the North-Eastern region should not be

left out again. This Trans Asian line is going to come from Pakistan via Northern India to link Myanmar to connect the South East Asian countries. That is why, my request is to emphasise on the concerned authorities through the Railway Ministry to include the North-Eastern region for routing this Trans Railway Network.

Sir, North-East is a landlocked area. It is linked only through a single track from Coochbehar in West Bengal and doubling of this track is very important because before three years, the track was washed away by flood water and at that time, the entire area was disconnected from the railway communication system. That is why, doubling of this track from Guwahati to Calcutta is very important. I would request the Minister of Railways to consider this point.

I would also request him for the inclusion of a few points concerning the North-Eastern region. Firstly, Rajdhani Express which is now for only two days a week should be made a daily one. This Rajdhani Express covers passengers from UP, Bihar, West Bengal, Sikkim and other seven North-Eastern States. This should be made a daily train so that the pressure faced by the people who travel by Rajdhani Express would be avoided. It is not only the question of reservation but people have to wait to get the tickets also.

My second submission would be to instal a computer reservation centre with separate brainhead to cater to the needs of the reservation system of the entire North-Eastern region and if the North-Eastern States are going to instal computerised reservation system, it would be linked up to other parts of the country like Delhi, Mumbai, Chennai and Calcutta. So, a separate computer reservation centre should be established immediately.

Then, I am grateful to the hon. Railway Minister for laying the foundation stone of Bogibeel Bridge over the Brahmaputra river three months back. But the survey work is to be expedited. It is because during floods, it was not possible to conduct survey work and since it is committed that the work would start from 1st April and completed within the Ninth Five Year Plan, it should be expedited.

Another promise was made by the hon. Railway Minister during his last visit to Assam for reintroduction of metre gauge services in Silghat-Chaparmuckh line and Moirabani-Chaparmukh line. I would request him to include this also.

Sir, as a gift of Chinese aggression in 1962, a line was installed in northern bank of Brahmaputra to cater to the needs of Arunachal Pradesh and a part of Northern Assam. But this line has been neglected during the last 30 years. And the only train which is running in that line takes more than 36 hours to cover a distance of 450 kilometres from Guwahati to Murkongchelek. Its service should be improved. There are other important points regarding passenger amenities, cleanliness and

[Dr. Arun Kumar Sarma]

improvement in compartments because there is a feeling in the North-East Frontier Railway that all rejected compartments are sent to the North-Eastern region. So, these should be replaced by new bogies. I request this hon. Minister of Railways to send some good bogies to the North-Eastern Region.

I want to make another request. I want that a railway coach factory should be set up at Bongaigaon. It is a long-standing demand of the people. A railway overbridge at Nakari rail gate in my constituency, North Lakhimpur, is also required. It had been demanded long back. I want to request the hon. Minister to include it in the present Budget.

The Dadar-Guwahati Express, connecting the North-Eastern Region with Mumbai, is now running twice a week. It should run daily. It should be made a regular train.

My other request is that 3201 Kurla-Patna Express, introduced from 1st October, 1996, should be extended to Guwahati. It will facilitate the passengers from that State.

Before I conclude, I once again say that it is a most reasonable Budget with limited resources. I would like to request the Minister of Finance also to provide adequate support so that all the projects, about which a commitment has been made, could be implemented within a definite timeframe. It would help in reducing the regional imbalance. It would also redress the grievances of the backward region of the country.

I congratulate and thank the hon. Minister of Railways, Shri Ram Vilas Paswan, for his keen interest in the North-Eastern Region and also other backward regions of the country through this budget.

[Translation]

DR. M.P. JAISWAL (Bettiah) : Mr. Chairman, Sir, this is my maiden speech. So, I request you to give me more time. I belong to Bihar which has given six Ministers of Railways. I belong to the area which was represented by former Minister of Railway, late Shri Kedar Pandey. The pain of Bihar has not been understood by any Minister of Railway except Shri George Fernandes who had sanctioned Chhitoni-Bageha rail bridge connecting North Bihar and Uttar Pradesh in the year 1989. Now the construction of that bridge has been completed which has to be commissioned in December, 1996. But it is doubtful that this broad gauge rail line would be operational even by December, 1997. So far only 3 crore rupees have been spent in Bageha Narkatiyaganj line whereas the project cost is Rs. 40 crore 38 lacs. Then there is Gorakhpur-Godda rail line covering 86 kilometres on which Rs. 45 crores are to be incurred and only 3 crores rupees was provided for it last year. I had asked last time also as to when the Narkatiyaganj-

Gorakhpur rail line would be converted into broad gauge line. In its reply the Minister of Railway had stated that it would be done by December, 1997. I fail to understand as to how it would be completed by December, 1997. The railway line from Suwauli to Narkatiyaganj has been completed and I would like to request the Minister of Railway that if this line has been constructed, it may be inaugurated and we may be assured that the rail line would be completed by December, 1997 and the required amount would be provided for that purpose. Then a road bridge was also to be constructed along with Bageha and Chhitoni rail bridge for which the Government of Bihar has to provide Rs. 22 crore. The Bihar Government had provided that amount and the Government of Uttar Pradesh has also provided Rs. 28 crores. The Ministry of Railway has constructed all the pillars there. But its deck is not been laid because the Ministry of Water Resources was not paid the required amount of Rs. 22 crores so far. I would like to express my gratitude to the Minister that how many trains have been running on that line. Earlier not even Rs. 1000 was earned daily from sale of tickets at Bageha station. But after commissioning the metre gauge line Rs. one lakh is being earned from the sale of tickets daily. Whereas broad gauge line was yet to be commissioned there. There is a road in Hazipur and a rail line which connect North Bihar. Gandak river originate from Nepal.

Hon'ble Minister had announced that broad gauge had been laid upto Raxaul. It is one of the best lines in the country but inferior quality. Sleepers are being used in the gauge conversion from Suwauli onwards. When high speed trains would run on it. They will have to be changed. There should be alternate route for the high speed trains. Old iron sleepers are being laid instead of concrete sleepers. After sometime they will have to be replaced. I request hon'ble Minister to rectify the gauge conversion done from Muzaffarpur to Suwauli.

SHRI RAM VILAS PASWAN : From where this complaint has been received?

DR. M.P. JAISWAL : Old iron sleepers are also being laid instead of concrete sleepers in the construction of railway line from Suwauli to Narkatiyaganj. After sometime they would have to be replaced as a result of which double expenditure would be incurred thereon.

The hon'ble Minister had announced that there was only one route to Kathmandu in Nepal and it is through Raxaul. An announcement was made to introduce a train from there to Cochin once a week but that train has not been started so far. This train should be started immediately. Gandak express has been started on the narrow gauge and this train is being extended upto Gorakhpur. We are grateful for it. But this train has a few number of bogies due to which the number of passengers travelling on the roof is more as compared to those travelling in the compartments. Therefore, some more bogies should be attached to this train. There is no first class and A.C. sleepers in

this train while A.C., Sleeper are lying idle in this area. They can be used thereby.

I would like to request the hon'ble Minister to introduce Intercity Express for Narkatiyaganj like the one from Darbhanga to Patna because there is no other facility for Patna. National Highway 28 is in such bad condition that our vehicles get damaged. In the same way, direct Intercity train be introduced from Narkatiyaganj to Hajipur and it should be extended upto Patna. The trains running starting from there for Narkatiyaganj terminated at Muzaffarpur. Therefore all the trains to be started from Narkatiyaganj be extended upto Hajipur because that is the only route available from thereto. Patna. Hon'ble Minister has made a provision to construct a bridge over Ganges. Its cost would be Rs. six billion out of which only Rs. 15 crores have been provided so far. I do not know how many years would be taken in this work. I request that if this bridge is constructed in time by providing more and more money for it, we would be grateful to the Minister.

Mr. Chairman, hon'ble Railway Minister is called the leader of the backward classes and Dalits but its signal and telecommunication department which is an important department has become as much backward and akin to Dalit class in real terms. The accident of Purshottam express occurred in Ferozabad would have been avoided if the signal had been working properly and the loss of life and property could have been avoided. But Signal and telecommunication department is getting step motherly treatment here. Today 25 general managers of G.M. Category have been appointed for various departments but even a single General Manager has not been appointed for telecommunication and signal department while in the railway board the ratio of officers is 9.5 and according to it the officers have been appointed in railway board. There are 25 posts of General Managers but he (the Minister) has not got a suitable Candidate for appointment as General Manager of this deptt. Whereas as per their strength they are entitle for at least two posts. The Railway Board people are showing this step-motherly treatment towards them. At least such things should not be done in signal and telecommunication department justice should be done to them by treating them also as backward and Dalit.

Mr. Chairman, I am grateful to you and hon'ble Railways Minister that survey is being conducted between Sugili and Hazipur, survey between Sitamarhi and Muzaffarpur has also been conducted and the cost of this work involve Rs. one hundred crores, out of which only rupees one lakh have been provided.

SHRI RAM VILAS PASWAN : Muzaffarpur and Sitamarhi have been linked.

[English]

SHRI SHIVANAND H. KOUJALGI (Belgaum) : Mr. Chairman, Sir, please ask the hon. Member to conclude. Otherwise, we will not get our turn at all.

MR. CHAIRMAN : This is his maiden speech. That is why I am not disturbing him.

SHRI SHIVANAND H. KOUJALGI : It is everybody's maiden speech, Sir.

[Translation]

DR. M.P. JAISWAL : Mr. Chairman, Sir, big announcements for new railway lines have been made from our sides. Railway line from Jainagar to Narkatiyaganj is being converted. Narkatiyaganj is being linked with Gorakhpur.

Burden on Samastipur division has increased to a great extent, keeping in view its working capacity I would like to request the hon'ble Railways Minister today that Narkatiyaganj is a junction of four routes hence a division should be formed there so that the people of Champaran can get their share of it. Despite these being broad gauge from Motihari to Raxaul there are many railway stations which are having lower level platforms due to which aged passengers and children have to face great difficulty in boarding the train. The level of these platforms has not been raised so far. Therefore, the level of all the platforms lying on an enroute should be raised. I would like to mention about Champaran specially that in Champaran area there is no overbridge on national highway 28 which leads Nepal. Hence I request that at least at three places that is Narkatiyaganj, Motihari, Raxaul lying on National highway and main route overbridges be constructed and the condition of Narkatiyaganj which is so bad people have to pass beneath four rail lines running parallel to one another. The gates of the crossing remains closed due to passing of trains both ways for hours together. Therefore, at least one overbridge should be constructed at Narkatiyaganj so that the people of this area can cross the railway lines easily and likewise on overbridge be constructed on national highway 28 for going to Nepal from Raxaul. With these words, Mr. Chairman I am grateful to you for giving me opportunity to speak. Thank you.

*SHRI K. PARASURAMAN (Chengalpattu) : At a crucial time when we are faced with a severe financial crunch, our Hon. Railway Minister Shri Ram Vilas Paswan has carefully prepared and presented a Railway Budget in this House. I welcome and support this Budget. I would like to congratulate the Minister for his efforts to provide a balanced Budget. I take part in this discussion to share my views on behalf of Dravida Munnetra Kazhagam.

My colleagues from both Tamil Nadu and Kerala have ably presented the needs of these two much neglected States. Taking into consideration the time constraints I would simply like to add that I join hands with them and I wish the Railway Minister to consider the demands placed before him through this august.

* Translation of Speech originally delivered in Tamil.

[Shri K. Parasuraman]

House. Let me just bring to your notice few demands on behalf of the people of my constituency.

Many Stations between Chennai and Chengalpattu which were constructed before 50 years and more are now left with dilapidated Platforms. They need maintenance and a face lift. You may please consider to reconstruct them immediately.

The EMU service between Chennai and Tambaram may be extended upto Chengalpattu. Tambaram EMU terminus may kindly be shifted to Chingleput to benefit the commuters from the suburban areas lying from Tambaram. This would greatly benefit the people from these sub urban areas to go to Chennai and Chengalpattu. This change would also ease the congestion in Chennai city. This may help developing Chengalpattu into a satellite city.

Chennai-Gummidipoondi electrified rail route which is overstretched now with heavy train traffic should be made four-track rail route. As such you have all necessary infrastructural facilities. The expense that has incurred on this count may not be much. You may consider laying 4-lines to convert it a four-track route.

Chennai-Arakkonam section should also be made a 4-track rail route considering the traffic pressure it takes in. There also you can do it easily.

Chengalpattu-Kanchipuram-Arakkonam railway link should also be given due consideration. Certain improvisation and reconstruction would enable us to increase train service facilities. It is strange that the distance between Arakkonam and Chengalpattu is about 150 kms but the distance between Chengalpattu and Arakkonam is only 70 Kms via Kancheepuram. Reorganising the rail route can save travel time and maintenance and also ease congestion on the above track.

The Chennai Central Suburban trains terminal at Moore Market is having just two platforms. Thousands of commuters pour in there. It would be better if you provide at least five platforms there. For the past many years now the increase in the number of travelling public has not been taken note of. It needs to be attend to.

You must lay a new line between Chennai and Mamallapuram linking Velacherry, Tiruppour and Kalpakkam. This would make it easy to take heavy machinery to Kalpakkam. Atomic Reactor. The new rail line may be by the side of the road route and this could be a cost effective feasible project.

The Railway Minister has announced that a new train will soon be operational between Chennai and Vishaknapatnam. Instead the train may be run between Madurai and Vishakhapatnam via Chennai. This would be benefitting the travelling public from the south in a big way.

The departure time of Rajdhani Express between Nizamuddin and Chennai should be changed at both

the ends from 1530 hrs to 1100 hrs or 2300 hrs, and from 1555 hrs to 0900 hrs or 1100 hrs respectively and there could be an extension of Rajdhani Express upto Tiruchi or Madurai in due course.

My fellow members pointed out that enough funds have not been provided and several projects have not been completed. They were rather pained while pointing out this. The problem of resource crunch and lesser funds are always there. This is a recurrent feature in every budget. All the Railway Budgets for the past ten years continue to have this problem. This is not new.

Like one way traffic, the Railways think only about Expenditure. They are not in a position to improve resources. Hon. Minister himself says that Railways are not run to earn profits but to serve the public. He says that they are not running them on a commercial basis. This cannot go on. Revenue generation may become nil. You have to reorganise certain things.

In India we have about 50 Railway workshops. Among these, Kacharapara Workshop is in a poor state. Works have come to a stand still there. No work is done there. No one works there. It is nothing but waste of manpower and resources. Likewise carriage workshop and wagon workshop in Perambur in Chennai are also underutilized. The Integral Coach Factory which started functioning in the sixties manufactures about 1010 rail coaches. It can be modernised with latest technology to increase its production capacity to roll down as many as 1500 coaches or more a year. The machinery there are more than thirty years old and are becoming old and outdated and obsolete. About 15000 men employed there are underutilized and they may be rendered jobless if no plan of action to modernise it is initiated at the earliest. German technology should be introduced there.

Crores of rupees worth of scrap and othe Railway waste material are there in our Railway workshops. If we could resort to right kind of sale proceeds we can avoid their being wasted and rusted. The sale of scrap itself could fetch us thousands of crores of rupess.

There is a Railway Employees Co-operative Society in Chennai. There are about 1 lakh members in that society. One person who was a porter became a Director and later on an Executive Director. It is alleged that he amassed about Rs. 100 crores of rupees through corrrupt means. The society earns about Rs. 5 crores of profit annually. If that employees society is annexed with the Railways, about Rs. 5 crores of profit earned will go to the railways.

In Arakkonam, there is an Engineering Workshop only one of its kind in India. It is not properly maintained and it is showing heavy losses. Modernisation and rationalisation may help curtailing losses and Railways may stand to gain.

What do the Economists say about our Railways performance? It is not quite encouraging. They say that it may take about 50 years to improve the situation and

tide over the crisis. Something that will cost Rs. 100 crores today may require Rs. 10,000 crores then. It is quite alarming a picture that our Economists give today. I wonder how we would be able to overcome this herculean task.

So there is a need to ensure a clean Administration in the Railways. I request the Hon. Minister to look into it. I once again welcome this well prepared Budget and extend my support to the efforts of our Hon. Railway Minister.

[English]

SHRI SUNIL KHAN (Durgapur) : Thank you Mr. Chairman. Hon. Members, Officers of the Ministry of Railways, Writers of Minutes and Press.

First of all, I congratulate the hon. Minister of Railways for presenting the Railway Budget. I support it because there is no hike in the freight charges of essential commodities and passenger fares up to 200 kms. I also welcome him for taking the decision of new railway lines for the North Eastern region, especially for railway lines from Kumarghat to Agartala and Jammu and Kashmir, which were long pending demands of the people of these areas since Independence.

But it is painful for me to support when I think about my constituency, Durgapur where not much work has been done and when I think of the long pending projects of my State of West Bengal. I am also worried about the 12 per cent increase in freight charges which will increase the prices of other commodities.

As you know, Sir, I represent the Durgapur constituency of West Bengal. At the outset, I would like to point out that Durgapur is known as the 'Rurh' area of Eastern India for its present network and which is expanding to cater to the needs of the nation. It is also surrounded by a vast rural belt and the junction of four districts like Bankura, Purulia, Birbhum and Burdwan by road. Naturally, this area needs the particular attention from the Central Government for building up necessary infrastructural facilities.

There are more than one lakh workers employed in D.S.P., A.S.P., M.A.M.C., Fertilizer Corporation of India, Phillips Carbon, B.O.G.L., A.B.L., Indo-American DPL, D.C.L. and in so many other small factories. The workers come from different places of these four districts as daily passengers. So Asansol-Durgapur-Burdwan should be declared as a suburban area and one new superfast train should be introduced from Durgapur to Howrah immediately because there is a very heavy rush of passengers there.

There should be at least 12 bogies in each EMU train and every one hour there should be an EMU service from Asansol to Burdwan to cater to the needs of the people of that area. I would request the hon. Railway Minister to make arrangements to increase the frequency so that the Mayuraskhi fast passenger train reaches Howrah Station at 10.30 a.m.

The Durgapur Station should be modernised because so many new industries are going to be set up besides other existing industries there. The entrance to Durgapur Station is so shabby that the passengers find it difficult to enter the station because it is crowded by mini-buses and taxis. There is a cluster of shops in the bus stand just adjacent to the entrance to the station. So, I would request that these shops be shifted to some other vacant land belonging to Railways.

The retiring rooms on the platforms are so inadequate that they could not accommodate more than one VIP at a time. In the month of September 1996, the Minister of Power, Dr. Venugopalachari visited the Power Plant at Durgapur. On seeing the condition of the retiring room at the Durgapur Railway Station, he advised me to write a letter to the Railway authorities for improving its condition. There is no emergency light in the station. I request the hon. Minister to please do the needful in this regard.

It has been mentioned in the Common Minimum Programme of the United Front that every backward district of the country would find adequate attention of the Government for its development. You are aware that the Durgapur Lok Sabha constituency has three Assembly segments belonging to the Bankura District, which is a very backward district of West Bengal. So funds may be allocated for the completion of the Damodar River Railway Project, which has been a long pending demand made by the Joint Convention Committee consisting of Members of all political parties, teachers, students, workers, employees, farmers, agricultural labourers and others. It should be extended up to Tarakeswar and from Beliatare to Durgapur which is a stretch of 18 kms. only. A survey in this regard should be conducted immediately. If this line is completed the district of Midnapore and the State of Orissa as well would also be benefited and it would be the shortest route for the North-Eastern region.

The railway line is completed by the D.N.C. from Raniganj to Mejia Thermal Power Project. I would like to mention that if the hon. Minister extends the railway track from Mejia Thermal to Bankura which is hardly 18 kilometres, it will facilitate transportation of coal and other materials catering to the needs of Haldia project for industrial growth.

He is requested to introduce a train from Sealdah to Darjeeling via Durgapur Andal so that the five districts like Bankura, Purulia, Midnapur, some parts of Burdwan and Birbhum and also some parts of Bihar passengers can go easily to Darjeeling within a short time.

The Rajdhani train should be introduced from Sealdah where there is no speedy train and the stoppage should be at Durgapur station which will cover four districts.

I would like to point out about Sealdah to Naihati or that the Ranaghat EMU coaches should be of 12 bogies and after every fifteen minutes EMU train must be introduced because so many passengers cannot

[Shri Sunil Khan]

board quickly and if they board sometimes they become sick.

Another point is that some EMU trains should be increased from Burdwan to Howrah section.

I would also request the Minister to increase the order of wagons and railway coaches to Burn Standard and JESSOP so that the industries can revive from sickness.

I appeal to the Minister that engines and coaches should not be imported and orders should be placed with a public sector enterprise so that it will not only revive but the people of our country can also stand on their own feet.

My last point is that the Act apprentices in Railways especially on the North East numbering about 260 trainees are not yet absorbed for the last five years whereas in the year of 1995 all the trainees of Act apprentices of other Zones were absorbed. So, I request him to absorb the trainees of North East.

SHRI P. KODANDA RAMAIAH (Chitradurga) : Mr. Chairman, Sir, I have been going through this type of a ritual year after year, I suppose, and we have to think of certain innovations in ensuring that the suggestions of the Members are taken a serious note of by the Ministry of Railways. One suggestion made by Shri Dhananjaya Kumar was that the Minister of Railways should call all the Members of Parliament of each State...*(Interruptions)*

MR. CHAIRMAN : Please come to your point. If you have any suggestions, you can give them in writing to the Minister.

SHRI P. KODANDA RAMAIAH : Sir, I suppose, I have got 10 minutes...*(Interruptions)*

MR. CHAIRMAN : If you have prepared any suggestions, you can give them to the Ministers.

SHRI P. KODANDA RAMAIAH : I think, I have got ten minutes to speak and I would not exceed my time.

MR. CHAIRMAN : Then you please come to your points.

SHRI P. KODANDA RAMAIAH : Sir, I beg to differ from you. I am entitled to speak for ten minutes.

MR. CHAIRMAN : You are entitled to speak for ten minutes. I am not objecting to that but you are speaking about the *modus operandi*.

SHRI P. KODANDA RAMAIAH : Let me arrange my thoughts in the way I desire...*(Interruptions)*

MR. CHAIRMAN : About the *modus operandi* of the discussion, if you have anything prepared, the Ministers are prepared to take from you. That is what I want to say.

SHRI P. KODANDA RAMAIAH : I have not prepared any written memorandum to be submitted to the Minister.

MR. CHAIRMAN : Then you please straightaway come to your points and do not talk about the ritual and all those things.

SHRI P. KODANDA RAMAIAH : I am making a suggestion as to how this can be addressed to. The Minister can call the Members of Parliament of each State by turn and then discuss their problems and formulate his Budget. That is the suggestion I am making. I suppose, I am not wrong if I make a suggestion of this type.

When the Ministry of Railways has started the practice of giving bonus last year, it has set a chain reaction in other Departments leading to depletion of resources, scarce resources that are very essential for development works or planning works of either Railways or the Department of Telecommunications.

Luckily, the chain reaction has stopped with the Telecommunications Department. Thereafter, we have had a lot of problems on the financial side and a lot of resource constraint in most of the Ministries of the Government of India. The present Budget now presented has also got certain unhealthy features which I would like to highlight.

The General Budget is in the right direction of liberalisation process when disinvestment in public sector is accepted, capital formation is highlighted and saving is highlighted whereas in the case of this Railway Budget, we see certain unhealthy trends such as absorption of 56,000 casual labourers. It is admitted that they were casual labourers and they were on the rolls of the Railways. I do not see any reason why we should absorb these 56,000 labourers when we know that the Railway is already overburdened with a surplus staff of five lakh hands. As a matter of fact, the Minister of Railways should have come out with some proposal to reduce the staff at least by stages and also some suggestions to ensure that the 56,000 labour force is also demobilised without affecting their future with some monetary compensation that could have been given to them.

Yet another unhealthy feature of this Budget is to abolish the contract system of cleaning. All over the world, the cleaning work is done by contractors. I was heading a Road Transport Corporation and we had found it uneconomical to have the cleaning done by our own employees. It was a great strain on the scarce resources of the Corporation. In a similar fashion, it is suggested that the contract system of cleaning should be continued and it should not be abolished. The moment the system is abolished, we are going to have another 50,000 labourers recruited and they will become permanent employees! We know what a permanent employee in the Government is. He continues in the Department till he attains the age of 58 or 60 and we know for sure how much of work the employees in the Railways or in the Government Departments do. It is, therefore, unwise on the part of the Railway Department to have thought of abolition of the contract system for cleaning purposes.

Yet another suggestion I would make is that they have to go in a big way for leasing out Railway properties to private entrepreneurs on a build, operate and transfer system and this should be extended to giving new lines to private entrepreneurs and also giving existing lines especially those lines on which the Railways are losing to private entrepreneurs and help the liberalisation process instead of reversing it.

There is a clash of interest in these two Budgets. The General Budget is going in one direction and the Railway Budget is going exactly in the opposite direction. So much so, I wonder whether there is a need for a separate Railway Budget in the Indian context. This has been a historical mistake and it is high time that we abolished this system which is not there anywhere in the world.

I come to a particular project of my area. I represent Chitradurga District in Karnataka State and I have got five Taluks of Chitradurga and three Taluks of Tumkur District in my constituency. These two districts from my constituency. There is a line from Tumkur to Dawanagere via Arsikere, Kadur, Birur, Ajjampura and Tarikere. The distance between Tumkur and Dawanagere by this circuitous route is about 300 KMs. I have proposed that the Railway should build a new line directly from Tumkur to Dawanagere via Sira and Hiriur in my constituency. That is the direct line along with the National Highway No. 4. By building this line, the distance between these two important towns will be reduced by 100 KMs. and this proposal has been pending with the Railway Department for quite some time.

I must compliment Shri Jaffer Sharief who got this railway line surveyed and it was to be implemented and the construction was to be taken up. But then there have been political changes and Shri Sharief had gone and a new Minister had come in the Congress Government and now we have got our own Government. I have been pressurising the Minister of Railways about the feasibility of this project and asking him to take it up. But last year also, it was not included and this year also, I find that this project is not in the Budget. I would urge the Minister of Railways that this should be included at least in the Supplementary Budget that is likely to be presented some time later this year.

As far as mobilisation of resources is concerned, I would say that the Budget had done very badly.

I would say that a five per cent increase in the second class fares would have fetched more revenue than a 12 per cent freight hike or the five per cent hike in the fares of first class and the airconditioned classes. What we have to see is the resource base and not the class of persons. A five per cent increase is not going to hit the common man very hard. I do not know why this option has not been exercised by the hon. Minister of Railways and he depended more on other types of raising of resources. But still he is unable to provide for more than Rs. 8,300 crore for the development of the Railways during the current year.

I can make another suggestion about the pass-holders. They have been spared and a lot of concessions are being given, sometimes undeservedly. I know of cases once again from my experience that free passes were given to the people who were senior citizens of the country and they were misused. A decision was taken in the Government to abolish that system and it has not created any repercussions on the Administration.

Similarly, there are freedom fighters' passes. I know for sure that many of those passes are bogus but they are continued. There are passes for the employees going from place to place for work, but then they are also spared. As a matter of fact, this class of pass-holders is better off than the ordinary people in the rural side. They should have been taxed, but they have been saved in spite of the fact that the hon. Minister has provided for Rs. 4,500 crore to meet the effect of the recommendations of the Fifth Pay Commission in the current year's Budget. When we are doling out about Rs., crore towards higher wages and other perquisites, I really do not see any reason why there could not have been a higher charge on the passes issued to these people.

There is yet another area for realising resources, which may not be in a big scale but at least marginal, which is the amount of ticketless travel in the country as also the rallies organised by various political parties. It is virtually a free for all passage of rallies in the trains and sometimes in the name of concessional fares to the rallies, many special trains are run, so much so that the regular passengers who paid the fares and have been occupying first class and second class berths are thrown out by such people attending the rallies and who create confusion in addition to running down the resources of the Railways.

As far as pilferage is concerned, much has been said about the role of the R.P.F. and G.R.P. But I would like to emphasise that the role of R.P.F. has to be reassessed in the light of the heavy pilferage that is going on in the Railways. I suggest that this is done at the earliest in cooperation with the State police forces. There was a suggestion, which was approved by some Members sitting here yesterday, that the G.R.P. in Bihar and Uttar Pradesh should be taken over by the Railway Department so that could be an effective coordination between the R.P.F. and the G.R.P. I, for one, would say that this is not correct and this should not be done.

We have been talking about devolution of powers — both financial and other powers — to the State Governments. It is a retrograde suggestion that the GRP should be taken over by the RPF as if RPF is doing a very big job. What is required finally is better coordination between the Railway Police and the RPF. In this direction, I suggest that the hon. Minister should call a meeting of the Chiefs of Police Forces as well as the Home Ministers of the States to ensure better coordination between the two agencies.

[Shri P. Kodanda Ramaiah]

We have been introducing new projects, taking up new lines mostly on political considerations. But what is to be done in such cases, apart from political considerations, apart from backwardness of the area, is that there has to be an assessment of the return on investment made by the Railways. We see that the return on some new projects is estimated at three per cent whereas it should have been 13 per cent. This type of populist Budgets have to be pruned to a great extent though in a political democracy, some amount of politicisation of these proposals is inevitable. The Railways is a commercial organisation and it has to be run on those lines. It is not a charitable organisation for unemployed people to be employed or for people to be given concessions.

02.00 hrs.

This element of commercial management of the Railways has been consistently ignored over the years and it is high time that the Railways gives better attention to managing its own affairs on commercial lines and by pruning its own staff, improving its efficiency and, finally, by involving the private enterprise in a big way.

Lastly, I thank you for being kind enough to give me this time. As a Member of the ruling front, despite whatever I have said on the Budget, I support the Budget and commend it for acceptance by the House.

[Translation]

SHRI VIDYASAGAR SONKAR (Saidpur) : Mr. Chairman, Sir, I am thankful to you for giving me an opportunity to speak. I am speaking on the railway budget for the first time. Associating myself with Shri Pramod Mahajan. I would like to speak further that I belong to Saidpur Parliamentary Constituency in Uttar Pradesh. The hon. Railway Minister has mentioned so many times in this House that he is the son of a Dalit and being the son of a Dalit he is to take care of the backward areas but I am sorry to say that the backward being neglected. You might have observed that somewhere the trains are increasing, somewhere the railway lines are being laid and somewhere the railway bridges are being constructed. Jaunpur is merely 50-55 kilometers away from Odiyar junction in my Parliamentary Constituency. There is a metre gauge railway line in this area while the other metre gauge railway lines of that area have been converted into broad gauge but it has not been converted into broad gauge till date. Demands have been made many times in this regard. There was a local train running on that route during morning, evening and noon which was withdrawn and it has been replaced by a rail bus. Only 150 passengers can travel in this bus. There is heavy traffic in this area and the rail bus does not cater to the needs. It is important in the public interest that in place of the rail bus, a train should be introduced. The stations between Odiyar Junction and Jaunpur Junction tehsil saidpur comes under Ghazipur district and Kerakat tehsil falls under Jaunpur district. There is a lot of inconvenience

to transport the goods from one place to another. We have urged upon the hon. Railway Minister to convert the meter gauge line of Odiyar junction at the earliest into broad gauge so that the passengers can have some facility. There is an overbridge at Odiyar junction but it is not being used. The booking window is located at such a place where one can reach only by crossing the railway line and on account of it the corruptions is at such a point that the T.C. and the T.T.E. recover 2 to 10 rupees underhand and no one buys the ticket. Everytime it is said that the income is less, therefore there would be no facility of train. When the overbridge would be at some other place, the booking window would be at other place and the T.C. would be standing somewhere else then the earning would be automatically less. The fall in earning is certainly unfortunate.

Mr. Chairman, Sir, in my Constituency there are Harmuchpur and Nayakdih halts, where there are no telephones. It is a petty thing. Possibilities of accident due to the non-installation of telephone are more. At Nayakdih station the train never halts. 550/549 must halt at this station. Likewise Jakhania is a big station where only one train named Howrah-Dadar Express halts once a week. This train must halt daily. The Dadar Express should halt at Jakhania. Chauri-Chaura or Krishak Train should also halt at Jakhnia. Many passengers go to Mumbai and other places from this place. Saidpur is a big tehsil but no train is available from there. There is a route from Banaras to Ghazipur via Saidpur, Bhirti and Nandganj. A big demonstration was held at Nandganj. The people of that area demand that Durg Express, Pawan Express and Sadbhavana Express should also have a halt there and the time table has been made accounting to the private bus owners. No bus of Uttar Pradesh Roadways runs on that road only the private buses run there. Rajwadi Station is between Varanasi and Odihar. Close to it is the temple of Narkandeya Maharaj where a big fair is held on Shivratri. Most of the passengers from there are labourers, farmers and students who come to Banaras. Even they cannot commute. Such a train should halt there also so that the people may get some facility. The quota of baths at Odihar junction is less. It should be increased.

The incidents of train dacoity theft and corruption have come to notice with regard to Bihar. Prior to the commencement of the last session, on 19th November my reservation was in IInd class A.C. of Shramjivi Express bound for New Delhi. It halts at Jaunpur station. The train steamed off, I would not enter the compartment and remained standing at the platform. This is the situation there. On 21st there was a Dalit Rally organised by our hon. Railway Minister, Paswanji. Despite the fact that I was a Member of Parliament, I remained standing there and none, not even the station Master could muster the courage to halt the train. I had to face a great inconvenience. Earlier whenever a rally was organised, people used to travel in general compartment. I see that since Paswanji took over the

Railway Ministry, the people at first board the IInd class A.C. and 1st class A.C. compartments and the Members and M.L.A.s have to get down. There is nothing so far as security arrangements are concerned. At some places the lines are being doubled and other work is going on. The colleagues from the ruling party say that they are very happy about it since we have been supporting them but later on they repent. The hon. Minister is not to be blamed. He wants to double the track everywhere but the Government is bubbling everywhere. When the Government is bubbling then should be take care of it or should he go for doubling of lines.

Tarwania village in my Constituency consists of the Scheduled castes. It is between Odihar junction and Saidpur junction. The farmers and the poor line there. It is important to construct a railway line crossing there. My submission to the hon. Railway Minister is that the metergauge between Odihar junction and Jaunpur Junction in my constituency should be immediately converted into broadgauge and a halt should be provided at Hurmuchpur and Nayuakdih and stoppage should be given at Nandganj so that the people can be benefited.

With these words, I conclude.

[English]

SHRI P.V. RAJENDRAN (Mayiladuturai) : Mr. Chairman, Sir, I think you very much for the opportunity given to me. From the Treasury Benches, I now stand before you in support of this Budget.

Sir, at the outset, I would like to congratulate the hon. Minister of Railways. He deserves the highest praise and legitimate accolades for having presented a Budget which has protected the interest of the vast majority of the passengers who choose to travel by second class. Added to this is his exemption of fifteen essential items from the tariff hike. The hitherto neglected region of the North Eastern States are now finding a place in this Budget.

Few new lines have been announced in this Budget. For all this, we again and again congratulate the hon. Minister.

While congratulating the vision and farsightedness of our hon. Minister of Railways and the Minister of State in the Ministry of Railways, I would be totally failing in my duty if I do not point out certain serious wrongs and streaks of injustice done to Tamil Nadu.

Once even the former Prime Minister of Britain, Sir Winston Churchill quoted in the British Parliament, while talking about the role of the Opposition :

"The role of the Opposition is to oppose and not to support. When called upon to support, support with the kick but never with the caress."

This was a broad-based guideline given by him to the members of the Opposition. Even right now, I am not a Member of the Opposition to pull up the Minister

or the Government. But anyway, I would be failing in my duty if I do not point out the serious injustice or gross neglect shown to Tamil Nadu. I come from Tamil Nadu; though on party lines we all belong to the United Front, we all belong to the State of Tamil Nadu geographically and ethnically. So, we feel it our duty to point out that the allotment of funds for projects in Tamil Nadu is grossly inadequate. Even last year, the hon. Minister promised in Chennai that he would take care of the interests of Tamil Nadu. In the last three decades, we never had a Minister of Railways to cater to our needs. This is an open secret that whenever there is a Minister coming from a particular State, he fulfils all the aspirations of that State. So, in that regard, we missed the Minister of Railways in the last three decades. So, our Minister promised that he could see the imbalance in Tamil Nadu and would fulfil all those demands. But we do not know why that has been forgotten.

The allotment made this year for the conversion of Tiruchirappally-Dindigul, Chennai-Tiruchirappally and Thanjavur-Nagore sections will not be sufficient for their early completion. The Thanjavur-Nagore line is scheduled to be completed by March, 1998. The meagre allotment of about Rs. 10 crore for this year will only prolong the agony of the people. My parliamentary constituency is Mayiladuturai and Mayiladuturai-Nagore section, which is culturally rich and historically important, has very poor infrastructure. Paddy procured in this area cannot be moved out to the rest of the State fast due to transshipment difficulties. You know that Thanjavur and particularly Mayiladuturai is the rice bowl of Tamil Nadu. There is also the Cauvery Basin. Movement of cement is also affected. The conversion of the main line from Villupuram-Cuddalore-Chidambaram-Mayiladuturai and Trichy should be taken up and completed during the next two years. While undertaking to convert the main line, Mayiladuturai to Karaikudi via Thiruvarur and Pattukottai should be converted. There is another line from Thiruthuraiipondi that links Vedaranyam and Agasthiampalli which should also be converted. Vedaranyam is a place where the late Rajaji did the Salt March. When Gandhiji did the Dandi March in 1930, Rajaji did it at Vedaranyam in South India.

These conversions would go a long way in creating new infrastructure and strengthening the old one which would facilitate the movement of salt from Vedaranyam, the second biggest salt producing centre in South India. This has been a long pending demand of thousands of people who are engaged in the manufacture and trading of salt.

I would like to appeal to the hon. Minister of Railways to order the restoration of passenger services between Thiruthuraiipondi and Agasthiampalli in the Tiruchirappalli Division. This service has been suspended for the last three or four years. In the name of uneconomic lines, passenger services between Thiruthuraiipondi and Agasthiampalli in the Trichirappalli Division had been withdrawn putting the passengers to great inconvenience. I would like to urge upon the hon.

[Shri P.V. Rajendran]

Minister to order the immediate restoration of passenger services. As far as this service is concerned, this is to be restored with immediate effect. Moreover, gauge conversion is also necessary in view of its strategic location. So many areas of strategic importance are being given priority in every Budget. That rule and outlook should be applied here also.

It is because we live just 35 kilometres away from the war-torn town of Jaffna Peninsula. That is why I say that it is of strategic importance. Even right now three-four of our Naval detachments are deployed in that area. So, it is an area of strategic importance. Therefore, I urge upon the Government and the hon. Minister to immediately not only restore the passenger service from Tiruchirapalli-Agasthiampalli but also order the B.G. conversion.

While appreciating and applauding the bold initiatives of our Railway Minister, I appeal to him to consider all my above points with sympathy and urgency.

The provision of a BG parallel line between Trichy - Thanjaour scheduled to be converted during the last financial year has been languishing for want to just Rs. 10 crore for allotment of rails. It is highly deplorable and totally unethical that even sleepers bought for this project and unloaded at sites have been removed stealthily to other areas leading to public protest and justified resentment. It happened in that area. The rails were brought, the sleepers were brought and after a few days, they were transhipped to some other neighbouring States. This type of injustice should not have been done even to an enemy. It is my appeal to the hon. Minister to do this, at least, in this year's Budget. Already he has allocated a few crores of rupees. It is our expectation that he would announce some further provision in his reply.

It is unfortunate and contemptible that projects of over 200 kilometres have been sanctioned elsewhere and funds allotted and provided for in the last six months at the cost of this project and the conversion of the Tiruchirapalli-Thanjaour-Tiruvavur Nagore section.

The suburban MG system in Chennai needs urgent and motherly attention of the hon. Minister of Railways. The manufacture of EMUs was stopped three years back. Adequate attention is not being paid to the maintenance of track in anticipation of conversion. Hence I demand that immediate arrangements be made to convert the section into B.G. and necessary funds allotted in the Railway Budget.

Sir, I fervently appeal to the hon. Minister of Railways that funds allotted for projects in Tamil Nadu should not, on any account be diverted to other projects in other States as has been done in the last few years.

The parallel B.G. line between Madras and Villupuram should be electrified.

Adequate funds should be allotted for Salem - Karur new B.G. line for completion within the next year.

I am at a loss to describe my helplessness as to why Tamil Nadu should be singled out for utter neglect and step-motherly treatment as far as Railway projects are concerned.

Sir, the Southern Railway is not even getting one-fourth of the total funds allotted in this Budget. My learned colleagues from Kerala while speaking said that if the funds were allotted to the Southern Railway, the whole amount was being gobbled by Tamil Nadu. That is totally incorrect. If they see it in detail then they will find that out of the total amount allocated to the Southern Railway Tamil Nadu - which is a bigger State twice or thrice the size of Kerala and the second biggest State in South India is not getting its due share. So, I want to make this point here.

I am sure that if the hon. Minister of Railways bestows his attention on the unfinished projects, these projects would soon be completed and see the light of the day.

I do fervently hope that these wrongs will be corrected and justice will be done to Tamil Nadu.

Then I assure the hon. Minister of Railways that Tamil Nadu would be the real 'vilas' (address) of hon. Shri Paswan.

While concluding, I urge upon the hon. Minister to immediately allot money for constructing budget hotels at Kumbakonam and Mayiladuturai in my constituency. The Railways are concentrating on something else. In a poor country like ours, they are spending the scarce resources on the construction five-star hotels in some other States, in some other areas. My demand is for just budget hotels in Kumbakonam and Mayiladuturai.

With these words I conclude.

[Translation]

SHRI JOACHIM BAXLA (Alipurduar) : Mr. Chairman, Sir, the rail budget for 1997-98, that has been presented by the Hon'ble Minister during the Golden Jubilee year of the freedom of our country, is very important for us. It is not only important but also a revolutionary step taken by the railway minister. Before 50 years when we had taken the reins of administration after independence we got 54,000 K.M. rail line but after 50 years we find that we have constructed only 8 thousand km. of rail line.

Today, the area towards which our hon'ble Minister of Railways has extended his hand was far away from the sight of all the rail ministers even after 50 years of independence. We have seven north eastern frontier states Rail line could not be provided there till today consequently all the seven states remained backward. Today our hon'ble Minister has tried to remove the backwardness of these seven states. That is why I rise to support this rail budget. The Government have decided to regularise the services of 56,000 temporary employees. For this we are thankful to the hon. Minister.

I would like to congratulate the hon'ble Minister of Railways on behalf of those 56,000 employees.

Till date 16,000 temporary employees have been regularised and we have been assured that regularization of 14,000 temporary employees will be done by 31 March, 1997. The remaining 26,000 will be regularized in 1998. Keeping this in view we have no doubt that the steps taken by the hon. Minister or railways are loudable ones. It is an example set by National Front Government.

There were a number of demands from our area but they have accepted two of our demands. First was that there is rail track from New Jalpaiguri to Malabazar Hansimara Kalchini Alipurduar junction via New Bongaigaon. The one is metergauge it should be converted into broad gauge. Under the leadership of our hon. Prime Minister, Shri Deve Gowda our hon'ble Minister of railways has accepted our proposal. Therefore I would like to thank him on behalf of the people of my area. Koochbihar district was very neglected but very fertile land is here Tobacco, Cotton and bringals are produced there. They could not make up the production cost of their produce due to lack of means of transportation. We have tried to draw the attention of hon'ble Minister of railways towards there. We have been assured of survey work for the construction of rail-track upto New Mainaguri, Changrabanda, Toofanganj, Baksheerahat, Jongikova.

We are praising minister of railways a lot but the assurance will remain assurance then the praise being done today we will be very sad after towards. There will be a lot of hurdles from Planning Commission and Finance Ministry, we know about that if they do not get proper budgetary support then there will be great difficulty in implementing the assurance given by him regarding the construction work of rail track.

So far as double line is concerned, there is a project of 300 crores. For this time we have been given only 20 crores rupees. I don't know when the rest of the amount will be given. Therefore I request the hon'ble Minister to tell the time by which the process of double line is likely to be started, the time by which it will be finished? The assurance even by him in regard to survey, whether he has fixed any time limit for that, when the survey will be started because construction of rail track will not be started till the survey is started. Till then people of that area will have to bear the burden. Therefore I request that the hon. Minister of railways must pay attention towards these two subjects.

Lakhs of Tribal people from Ranchi and Chhota Nagpur have gone particularly to tea gardens in Assam, Tarai and Darjeeling, who want to have link with their native places and want to have connection there, but no railway facility is available from them. Hon. Minister has said in his budget speech about the extension of Katihar-Barauni Link Express upto Tatanagar. My request is that it should be extended not only upto Tatanagar but it should be started from New Jalpaiguri and go

upto Ranchi via Barauni so that innocent Tribals and Scheduled Castes people of our area, who could not put their demands before you, could see their dream fulfilled particularly.

Then I request the hon. Minister of Railways, as we are celebrating 100 year of Netaji Subhash Chandra Bose, we will be very happy if on this occasion Minister of Railways introduce a train from Sealdah to Delhi namely Azad Hind Express.

I would like to draw the attention of Minister of Railways towards one more subject. That in Alipurduar, from where I have been elected there is a railway school upto class 12. In this school there is no provision of Hindi. Majority of the people of our area are Hindi speaking. But Hindi is not being taught there at secondary and Higher Secondary levels. When people go to college they have to afford the lectures in other languages. They try to understand in Hindi and try to write in English. That is why their result has not been satisfactory. Therefore, I request that at least this provision should be made in railway school.

In the end I support the rail budget - 1997-98 and congratulate the hon. Minister of railways for this.

SHRI ASHOK ARGAL (Murena) : Mr. Chairman, Sir, I rise to oppose the rail budget. Murena is my parliamentary constituency, which is the border of Madhya Pradesh and adjacement to Rajasthan border. There is a narrow gauge rail line from Gwalior to Sheopurkali. Four assemblies came under this area. This is a backward area. Demand for journey is being made for the past. We have been told that survey is being conducted. Sheopurkalan is 300 km. away from Murena district and most of the areas of the district lie this side. People of Murena will be ready to go to Badrinath but are not ready to go to Sheopurkdan. There are no good modes of transportation, buses takes too much time. At least five lakhs of people will be benefited by broad gauge line from Gwalior to Sheopurkalan. There is shortage of staff and Murena station. No one replied properly at enquiry office. They do not attend to telephone calls and put the receiver off. Although it is Chambhar division no express train stops here. Mahamaya Express Himsagar Goa Express and G.T. express pass through this station. A demand in regard to providing stoppage there has been made since long. The hon. Minister should look into it. Only Chhatisgarh Express is stopping at Bamore railway station. The Qutab and Punjab Express should be provided a stoppage there. There is only one diversion road in Murena, where there is a heavy rush of trucks and buses. An overbridges should be constructed there. There is a railway crossing at Murena, where there is heavy rush of traffic. College going persons are facing difficulties due to this. There is a small waiting room at the station. Murena is a very important station and very old. So, it must be modernized. The Taj Express, which runs at present from Gwalior to Delhi should be renamed of Subhash Express or Bismil Express. Proper sheds

[Shri Ashok Argal]

are not provided at Platform No. 2 and seats are not there. Therefore provision for sheds and seats be made there. The hon. Minister must try to convert narrow gauge line into broad gauge on Gwalior. Sheopurkalan line and a provision to this effect should be made in this or the next budget.

[English]

SHRI TIRUCHI SIVA (Pudukkottai) : Sir, I am aware of the time constraint. Since everything in my mind cannot be focussed, I will confine my views to be within the stipulated time.

At the outset, it is our duty to congratulate the Railway Minister for having presented a Budget with not much hike in fare and freight, as was generally expected. With a heavy burden of over Rs. 2,000 crore of social cost, on his shoulders, the Railway Minister has done a very good balancing act by projecting a net surplus of Rs. 1,371 crore.

As it stands now, the Railways are paying dividend to the general revenue at the rate of seven per cent of the capital as charge lent by the Government. Of late, the Government deserted the Railways with very little budgetary support. This year, the budgetary support to the Railways is just Rs. 1,831 crore. The Indian Railways Financial Corporation and others are expected to raise about Rs. 3,500 crore.

The Minister of Railways takes credit of announcing 20 per cent dividend to the IRFC and this year he expects the IRFC to raise Rs. 3,050 crore. Cumulatively, it would be Rs. 12,500 crore at the end of the year 1997-98. The dividend to be paid on this amount of Rs. 12,500 crore plus on cost charges will naturally come down heavily on the Railways which in the long run will not be good. And as a result of this, the Minister of Railways is left with no other alternate but to revise the rates and freights. Not only the direct users are affected but the common people also are affected due to the increase in the cost of other materials. It will also affect the industrial production.

So, to save the common people, to save the economy, to sustain the industrial and agricultural growth, the Prime Minister and the Minister of Finance are requested to extend full budgetary support to the Railways and thereby realise seven per cent dividend which many other departments are not giving to the general revenues. It is my duty to say this.

Now, I come to the bitter part of my speech. When the hon. Railway Minister, Shri Ram Vilas Paswan assumed office, the people who rejoiced more were from Tamil Nadu because he championed the cause of social justice in the North along with the leaders of the South. He advocated for the suppressed. I have got an opinion of the people from Tamil Nadu that the words that come out from the mouth of Shri Paswan are not just words, but that they are assurances. They have got

not only belief; they have reposed their confidence in him, not as a politician but as an idealist, as a reformer. The regard he is having towards our leaders has also created a very good image among our people about him.

But now, the experience which we had with him — I am really sorry to say this — is the same old experience which we experienced in the previous regime as the people from other States, from the Southern region except Karnataka had. They all felt and lamented here, as also we. Shri Paswanji is not present here but I think the Minister of State in the Ministry of Railways, who is present here, may convey my feelings to him.

Sir, Tamil Nadu is victimised. We are not only victimised, we are cheated rather. They may quote from the book that 'We are allocating this much or that much of amount'. This time also, they have allotted Rs. 138 crore for Chennai-Tiruchy broad gauge conversion and Rs. 67 crore for Tiruchy-Tanjore-Nagur line. The same words we heard in his previous Budget Speech also but nothing came into reality. They are in the books and they are only in the books. I wish the announcement made this time will not also be the same.

We expect a lot, not out of the way. We expected the genuine, what is due to us. Last year some amount was allotted to us. A sum of about Rs. 88 crore was allotted for Chennai to Tiruchy line and Rs. 55 crore for Tiruchy to Nagur line.

Sir, for your kind information, making use of this good occasion, I would like to say that amount was diverted to other States *i.e.*, the proposals which were not mentioned in the Budget. I am not against extending some privileges to either the people of Karnataka or Bihar. They are all our brothers. But why should it be done at our cost, at our expense? Why should they pluck the flowers from my garden to garland somebody? That nobody could tolerate. That is what we want to express.

He is announcing something. We hope, that should come into effect. But actually, the amounts which are allocated are diverted elsewhere. Whether the Minister is aware or not — I do not know. But the Ministry is responsible for it. The Chairman, Railway Board — as many people reiterated here — disagrees with him in many ways. The Minister of Railways has said in his Budget Speech that the Konkan Railway System will be finalised by June 1997. The very next day the Chairman of the Railway Board says that it is not possible. The Railway Minister has stated that, only after having personally visited the tunnels involved in the Konkan railway system. But the Chairman of the Railway Board contradicts the Minister's statement. We do not understand what is the meaning behind this. So also, how can the amount which was allocated to a State for certain proposals be diverted? Why is it being taken away? When some attempts were made to lift materials kept in Thiruvavur for gauge conversion, the people in that town picketed against it and stalled the act. This is

not way of doing things. The announcements made by the Minister on the floor of the House and the assurances given in the Budget are not fulfilled means, as many people here have said, in the long run it will create a sort of aversion in the minds of the people. They will spoil the feeling of fraternity among the people from various States.

Now I want to come to the lighter vein again. Yesterday when Kumari Uma Bharati from BJP spoke, she was much worried about the Bhajan songs having been stopped in the Rajdhani Express. I wish those people to come out of Bhajan Mutts to face reality. We have to speak here about the real problems which the passengers in the trains experience and how to relieve them from that rather than Bhajan songs.

Many people were very happy about not increasing the charges for Second Class tickets. I think the Chairman as well as the Ministers and Members here are well acquainted with train journeys. The bath rooms of First Class and AC compartments are provided with an ever-silver bucket and a mug. But in no other compartment do we find such facilities. Does it mean that only the people who are travelling in the First Class AC compartments need water to be used in the bath rooms? These are very ordinary things which have to be attended to. We people should travel in the Second Class to understand the sufferings of the common man. The Minister should pay surprise visits in the train to know about the grievances of the people. At least the cheapest plastic or iron mug should be provided in very sleeper coach and in every Second Class ordinary compartment. This is my humble request. The ladies and the old people who go to bath rooms suffer a lot without being able to use the tap. The tap is in such a position that nobody is able to use it and there is not other provision for these people. This is a very important thing that I want to bring to your notice.

I request the Railway Minister to reconsider the increase in the Second Class Sleeper charge at least for a distance of less than 250 kms. The charges for the Second Class sitting accommodation in the Express Trains, when compared to the road transport, is more. People choose the economic mode of travelling and they go for the bus. But I feel that there is a growing demand for the Second Class ordinary sleeper, that too for overnight travels because that is comparatively competitive with the road transport. That is why many fast passenger trains have been an instant success. For example, Tanjore to Chennai. So also we have insisted that a fast passenger train from Karaikudi via Pudukotai-Tiruchi should be run.

I would like to rush with my points. I know the cooperation which you are extending and we are very thankful to you for that. I expect the Railway Minister to keep up his promise of completing the gauge conversion of Chennai-Tiruchy and Tiruchy-Tanjore-Nagore by March, 1998 besides taking up work on Pondicherry-Villupuram-Katpadi, Quilon-Sengotta-Tirunelveli-

Tiruchendur and Tenkasi-Virudhunagar in 1997-98 along with Karaikal-Nagore and electrification from Arakanam up to Jolarpet. Speaking on the Railway Budget last year itself I told that one compartment should be attached to the Nagercoil-Mumbai Express at Karur which starts from Tiruchy. It will enable the people who come all along to Chennai to travel to Mumbai.

I wish to raise one very important point concerning the sixteen lakh employees of the Railways who play the main role in running the rail. I would like to lend my voice for their welfare. I congratulate the Railway Minister for affording medical facilities to the retired Railway employees on par with the serving employees. But I suggest that no amount should be deducted from their gratuity for this purpose. All these for your notes, Mr. Minister. At least if any one of these demands is met when you give your reply, we will be very happy. Further, I request that there should be no disparity in the post retirement pass facilities between Group 'C' and Group 'D' employees.

Most of the railway employees belonging to Group 'D' enter into Group 'C' Cadre at least by the time of their retirement. Only a minor percentage is left behind in Group 'D' at the time of their retirement. I request the hon. Minister to probe this angle and restore parity for the unfortunate lot of Group 'D' employees with the rest of the Group 'C' employees in the eligibility conditions and availability of number passes.

Next I come to the unmanned level crossings. No level crossing should be left unmanned. The best available suggestion in this respect would be to absorb all casual labourers against these posts in the unmanned level crossings.

Only a microscopic minority of Group 'A' and Group 'B' officers are left out of the purview of PLB, the productivity-linked bonus. Ignoring the recommendations of the Fifth Pay Commission, all the railway employees should be made eligible for PLB.

A DPC should be immediately convened for the promotion of Group 'B' employees. This is a request which they have been making for long. The Railway Convention Committee has recommended that the two-fold classification should be done away with. The Chairman, Railway Board, has also accepted this. Those who clear the DPC should be placed in Group 'A' junior scale till vacancies become available in the senior scale for promoting them. If these demands are fulfilled, the railway employees can do their work in a better manner.

As always, Sir, we still repose our confidence in the hon. Minister. We have hope in him. If all the announcements that he has made here are brought into action, we would not only be grateful to him but we would also be helpful for we are co-fighters in the battlefield of social justice. Not only that, Sir, what we, the constituents of the United Front, assumed before the public could come to reality.

[Translation]

DR. MAHADEEPAK SINGH SHAKYA (Etah) : Mr. Chairman, Sir, I rise to speak on the railway budget. I strongly oppose this budget because many of my colleagues have called it a revolutionary budget, one say it is a integrated budget etc. I don't want to go into all these things but I will say that this budget has created confusion so it is called misleading budget.

DR. SHAFIKUR RAHMAN BARQ : You are wrong.

DR. MAHADEEPAK SINGH SHAKYA : You please listen to me. I am not talking to you. I have listened your speech calmly. I have not said anything. You please don't interrupt me. I was saying that this is a misleading budget. This budget is inflationary and one which affect the atmosphere of the country which will not give relief to common man and a misleading budget. This is not a revolutionary budget.

Mr. Chairman, Sir, I belong to Uttar Pradesh. I am unable to understand on what basis Uttar Pradesh budget has been prepared. You have called it an integrated budget. I want to tell you that when budget allocation is made on policy basis then it is called an integrated budget. When budget allocation is not made according to policy and when a lot of disparity has been created even then you say that it is an integrated budget. Rs. 47.68 crore have been allocated in the Uttar Pradesh's Budget whereas small states have been allocated more then this. An amount of Rs. 240 crores has been allocated to Karnataka. Similarly Tamilnadu and Bihar have been allocated Rs. 292 crores and Rs. 294.15 crores respectively. I would like to recite one couplet in this regard in urdu.

"Udhar Ikrar Kyon Hain, Idhar Ishrar kyon Hain,

Bade Tum Bewafa Nikle, Idhar Tedhi Nazar Kyon Hai?

DR. SHAFIKUR RAHMAN BARQ : There is nothing like that. You please speak on budget.

DR. MAHADEEPAK SINGH SHAKYA : I want to tell you that railways play that role of connecting but this budget doesn't do so. You have allocated this budget say, in your areas or between your ministers. In this way you have created discrepancies. Uttar Pradesh is 1/6th part of the country. Uttar Pradesh comprises of 67 districts wherein 26 districts are backward and the population of Uttar Pradesh is 15 crores and when budget allocation has been made, tell me on what principles it has been made? Whether it has been made on the basis of area or population? Whether justice has been meted to Uttar Pradesh? This is not a socialistic budget. You have mentioned in your railway budget about laying of 139 new railway lines wherein only 10 each has been favoured for Andhra Pradesh and Karnataka respectively and the figures presented in respect of Uttar Pradesh and 8-10 schemes, which were included in this is a mere show off business. These schemes, referred by you are either old schemes or no

work has been done on those schemes or worse has been done to please them. I want to give an example. The Minister has made announcement regarding laying of branch line from Etah to Barauni and expressed desire to operate one rail bus on it. This case is related to our area. One train Etah Tundla has already been operated on the said line. If not you, other ministers might have operated. During 1978 a demand was made for extension of Etah. Tundla branch line. A survey was also conducted. At that time Janata Party was in power. But it has not been followed. You have worked just to please them. A train used to operate from Etah to Tundla, which we used to call Bullock cart because it used to stop at many places. People who used to travel on Horse cart reach tundla earlier as compared to those who travel by this train. Even today the said line is running in loss. Two years ago in reply to my question, I was told that this line is running in losses. The Minister wants to run rail bus on this line and so far as its extension is concerned, they do not want to implement it. We want Tundla Branch line be extended. Whether you operate it or not bit it is sure that train will run like a bullock cart. I request that this branch line be extended upto Etah via Aligunj, Mohammadabad, Farrukabad and Shahjahanpur. Railway goods trains are making profit where as passenger trains are running in loss.. Passenger trains have been running in loss. If passenger train is introduced, it would make loss and if this line is extended upto Farrukabad and Shahjahanpur it would make profit. This matter has been raised earlier, even though I would like to put it before you again so that you can study and consider it whether to introduce the train or not. As a result, of which the railways will progress and it would also be helpful in economic development.

Now, I would like to put before you some problems of my area. There is not a single direct railway line from Etah to Delhi. If one has to travel upto Delhi, it takes 12 hours or say 1 day where as the direct route takes three hours. The minutes has talked about extension of Lucknow to Kasganj dimensing. In this regard I would say that if the rail track will be increased then it should be increased further from Kasganj and should be connected with Tundla-Medhu junction of Aligarh. It takes one day to reach Medhu junction. It takes one day whereas the distance between Delhi to Kasganj will be covered in three hours. This should be connected. Similarly there has been a demand for long time. When the Minutes has taken the charge at that time. Its off I told him that I belong to soro region. At one of the stations of the region, there is a big pilgrimage place. of hindus, where hindus visit in large number and this is a tourist centre of Uttar Pradesh Government. I had given in writing and had made a demand as a result of which the Minutes had also given an assurance to provide halt of Kathgodam and Agra Express train at Soro region. Earlier the Minister had promised to do so but in a reply it was written that enquiry into this is going on and after Enquiry, in another letter it was written that two pairs of passengers trains halts at this place so that there is no need for a halt of other train.

The Minister may be satisfied with the existing number of trains that's why he do not want to provide a stoppage. This is a pilgrimage place of hindus and there are temples but I want to make it clear that when you can ban the songs on Ram, then you may be also thinking that it is a case of temples that's why you don't want to provide a halt of Kathgodham Express at Soro Station.

SHRI SANTOSH KUMAR GANGWAR (Bareilly) : You please give the name of the station.

DR. MAHADEEPAK SINGH SHAKYA : I would like to say something more in brief. Train accidents, occur frequently and there is no provision of compensation in this regard. I want that provision of insurance should be made for those person who travel by trains on tickets and when accidents occur, they should be given compensation. The economic benefit likely to be accrued these from by the railways is additional. If insurance scheme is implemented in railways, it will benefit both the railways and the people. Few days back a train accident took place in Aligarh. Sir, the deceased had purchased ticket, normally the trains and stations are always crowded, he board the train, there was a jerk and he fell down and came under the wheels. When a request was made to the railways, railways ruled out any compensation saying that it does not come under their category, when he has purchased a ticket from railways. Then under which category the passengers will come? Hence, insurance scheme may be started and implemented and the persons purchasing a ticket from railways should also be covered in the category because after acquiring ticket he becomes the passengers of railways.

I would like to raise one thing about Delhi. I have been hearing about underground railway scheme in Delhi. Since 1971, I am in the Parliament and from that time this demand is being raised. There is a heavy traffic in the city and the people do not get any place, they have to wait. So, this demand is being made for a long time. Underground train system is existing in Mumbai and Calcutta and several office cities. But there is no scheme for underground train in the capital Delhi. Only talks are being held, no work in this regard has been started so far and there is no mention of it in the budget. Therefore, I request the Minister to consider it and while giving replying the debate touch this issue and tell us about the time by which underground trains will be started so that the people of Delhi are benefited.

I would like to tell you one more thing. Usually I do not give a long speech. The railways will not develop till proper railway arrangements are made the delay of trains is so much that some times one has to wait for 12 hours.

03.00 hrs.

Mr. Chairman, Sir, my constituency is Etah. Usually, to reach Etah, just I have to board the train here for Aligarh and from there I proceed further. Two-three super fast trains such as Puri Express, North-East Express originates from here. I have travelled in these trains

and I don't remember a single instance, when the train may have started at the right time. Every train reach Aligarh station 6 to 10 and 12 hours late. Who is responsible for the delay of trains? At one hand you say that only first class, A-1, A.C-2-tier fares get increased, this is a good thing because only some big personalities travel in these classes and hence I welcome this but time is more precious than money. If the trains get delay for 12-12 hours, then the responsibility lies with the railways. Either you run the train in time or make arrangements for providing compensation at the rate of time for which the train is delayed.

With these words, I thank you for giving me an opportunity to speak.

[English]

SHRI C. NARAYANA SWAMY (Bangalore North) : Thank you, Mr. Chairman, for giving me an opportunity to speak.

The second Railway Budget of the United Front Government follows the policy of the Government which wants to bridge the gap in development. Regional imbalances are sought to be set right and whether it is in the matter of development of the North-East or Jammu and Kashmir or even in the matter of Railways, a similar policy is being followed. I complement the Government, especially the hon. Minister of Railways, who is ably assisted by his Minister of State for Railways, for bringing out these Budget proposals with an objective of narrowing the gap and setting right the imbalances.

The resources that are sought to be generated to meet the development expenditure are sought to be mobilised from sources like hiking the passenger fares and freight charges. This hike does not fall upon the common man to the extent that the passenger fares in respect of second class passengers are not increased. The freight charges in respect of movement of foodgrains, fertilisers, edible oil and other essential commodities are not hiked. The importance being attached to laying new lines in the remote areas of the country is also seen in the Budget. Attempts are made specially to provide more amenities to passengers through the introduction of various facilities like satellite-based telephones in certain selected routes, pantry cars in certain trains as well as extension of similar facilities in others.

Now, the main thrust relating to improving basic facilities like track renewal, doubling of lines and electrification needs to be further strengthened in the present Budget also. I heard many of our hon. Members make a mention of the so-called unprecedented development of the Railways in the State of Karnataka. I would like to inform the august House that the State of Karnataka has given many Ministers of Railways to the country. With all this, the State of Karnataka still continues as one of the most backward States on the railway map of the country.

[Shri C. Narayana Swamy]

Konkan Railway is a prestigious project of the Indian Railways. I compliment the hon. Minister of Railways who visited the spot to overcome the hitch that has held up the completion of this project. I am sure that this prestigious project is going to benefit not only Karnataka but States like Kerala, Goa and Maharashtra. The journey time between Mumbai and Mangalore is going to be reduced by 12 hours.

Coming to the other important aspects relating to new railway projects in the State of Karnataka, I compliment the hon. Minister of Railways for introducing certain new schemes which have been pending for a long time. There was a demand for a new train between Bangalore and Delhi. The proposal to introduce Bangalore-Nizamuddin train *via* Hubli is a very laudable one. Under the present proposal, it is sought to be a weekly one. I request the hon. Minister of Railways to make it immediately a bi-weekly train and convert it subsequently into a daily one.

We had also sought a new train between Bangalore and Ahmedabad *via* Mumbai because of the increasing passenger traffic. It is a common sight to see stranded passengers in the Bangalore and Mumbai railway stations. At the same time, there is also a need to have another train running between Bangalore and Chennai starting around six o'clock in the morning. This would be greatly appreciated by both the States.

At the same time, I am happy that in this second Railway Budget of the United Front Government, among new zones that were sought to be established in the country, Bangalore was selected as a centre for the South Western Railway zone.

I urge upon the hon. Minister to see that the zone, the office of which has been inaugurated, takes shape without any further delay. There have been certain projects which have been pending for a long time, like the construction of a road underbridge near Yelahanka near Bangalore. It is across the national highway leading to the proposed international airport near Bangalore. Even though it has been included in the current year's budget, that is the budget for the year 1996-97, and the foundationstone laying ceremony has been done by the Prime Minister himself, there has been some tardiness in the progress of the work. I request the Minister to look into this aspect.

Similarly, though the long pending demand for construction of a railway overbridge near Krishnarajapuram - a cable - stay bridge, was proposed - has found a place in this year's Railway Budget, yet considerable allocation for the same has not been made and work also has not yet been taken up. This road from Bangalore to Hoskote is being converted into a four lane road by the State Government. This bottleneck at this spot, near the bridge, is causing a lot of traffic hindrance and jams.

Similarly, there is a need for the construction of a railway over and under bridge near Kadugodi near Singayyanapalya, Banaswadi and Yelahanka across the national and State highways. There is also an urgent need for widening the existing 4.5 metre narrow road underbridge at Frazer town near Bangalore where there is a heavy traffic and it is a common sight everyday that vehicles are stranded there for hours together in this tunnel-like road underbridge. This project, I am sure, will not cost much. Maybe, a few lakhs of rupees would be required to widen this bridge and I wish the hon. Minister of Railways would take it up this year by providing for funds in the Supplementary Demands for Grants.

Our friends from Tamil Nadu mentioned about the rail traffic between Bangalore and Jolarpet junction. It is very much congested and the line between Whitefield and Kuppam requires doubling in order to ease the congestion and to see that any delay is obviated.

The Minister of Railways has embarked upon modernisation and computerisation in the Railways. The work of computerisation of ticketing near Yelahanka and Krishnarajapuram may be taken up in the current Railway Budget.

I would like to bring to the notice of the Government and also to the notice of the hon. Minister of Railways that we have two important Public Sector Undertakings, namely, M/s Bharat Earth Movers Limited and M/s Bharat Heavy Electricals Limited which are manufacturing railway coaches and also electric locomotives. I would like to request the hon. Minister to see that sufficient orders are placed on these two Public Sector Undertakings so that the thousands of employees in these units are allowed to have work for their sustenance.

There is another important project also, a mention, of which has already been made by the hon. Member from the Kolar Lok Sabha Constituency. There is an urgent need for the conversion of a line between Chikballapur and Kolar. Now the original narrow gauge line from Bangalore to Bangarpet *via* Chikballapur has been converted into a broad gauge at the beginning and at the end but a small stretch in the middle has remained without conversion. Unless this stretch is also converted into broad gauge it would not be useful for the train traffic and optimum use of this line would also not be possible. Even the hon. Minister of Textiles who represents the Chikballapur Lok Sabha constituency has also impressed upon the hon. Railway Minister to take this up in the Supplementary Budget without any further delay.

MR. CHAIRMAN : Shri Narayan Swamy, please conclude now.

SHRI C. NARAYANA SWAMY : I request your kind indulgence for mentioning two aspects. One is, improvement of the Bangalore city railway station. Provision has been made in the current year's Budget and also in the Budget proposals under discussion for

effecting improvements in this railway station. Bangalore is one of the fastest growing cities in South Asia. There is a large influx of trains in this railway station. Here improvement with the expansion of terminals is proposed. Construction of additional platforms is also required. The hon. Minister may look into this also.

The Railways have a policy of issuing complimentary passes to national awardees. I would request the Minister to include Arjuna Awardees also under this scheme.

I commend the Government and the hon. Minister for the attempts made to usher in development and to bring in regional balance in spite of certain reservations expressed by our hon. Members from different States and hope that the observations made by them will be kept in mind by the hon. Minister.

With this, I support the Railway Budget and the proposals.

SHRI SUDHIR GIRI (Contai) : Mr. Chairman, Sir, I thank you very much for giving me the chance to speak at long last!

Sir, I rise to support the Railway Budget. The Railway Budget stands in the interests of the common people of our country. The Budget has saved the second class passengers from fare increase. We are demanding from the hon. Minister in each State railway connections and other facilities. But we should also consider the resource position of the Ministry. When the fare is increased, we protest against it; when freight is increased, we protest against it; when the Railways take loans from the multinationals, from the IMF or from other foreign agencies, we protest against them. Then, where will the resources come from and how can the resources needed for the improvement and development of the Railways in different States be mopped up? So, I think, within the limited resources, whatever is possible has been done by the Minister. I, therefore, commend the Budget.

Further, the Ministry has adopted the principle of looking after the neglected areas. In our country there are many parts, especially the northeastern and eastern parts of our country which have been long neglected. In the northern part of our country Kashmir has also been neglected. The hon. Minister has endeavoured much to do justice to these neglected areas. So, I commend again the Ministry and its work.

I shall confine myself to my constituency demands. There is a demand for completion of the construction of the Tamluk-Digha rail project.

It is an on-going project. The distance of the project is 87.5 kilometres. Originally, the estimates was put at Rs. 73.71 crore. Uptodate, Rs. 31.90 crore has already been spent; Rs. 9.90 crore had been provided for 1997-98; and the remaining Rs. 31.90 crore is to be spent. The price level is rising and the original cost will

not stand at its basic price. It will certainly double or treble. So, I would urge upon the hon. Minister to provide the necessary funds for completing the project in the Ninth Five Year Plan itself. He has also promised us that during the Ninth Five Year Plan the project will be completed. It is required that the estimation of the project should be undertaken immediately.

A railway office was built at Digha, a beautiful sea resort. That building is being damaged because proper maintenance is not being carried out. I would, therefore, request the hon. Minister to see that the building is properly maintained. I would like to make a proposal to the hon. Minister that the on-going projects should be completed first. The completion of the on-going projects would earn money which is most needed for the developmental works. I will not take much time of the House.

Further, I would like to request the hon. Minister to grant licences to the railway hawkers. They are suffering too much and they are also being harassed. So I would urge the hon. Minister that the licences should be issued immediately.

Further, I invited the hon. Railway Minister to Digha, a beautiful sea resort. He had also accepted my invitation but has deprived us of the opportunity of his visit.

[Translation]

SHRI SUBHASH CHANDRA (Bhilwara) : Mr. Chairman, thanks a lot for extending an opportunity to express my views on the Railway budget, what should I say on the Railway Budget as the Member of the Opposition Party when the Members of the Ruling Party themselves have said that they are supporting this budget not for its merits but out of compulsion and this budget does not fulfil anyone's aspirations then what remains for me to say on this Railway budget.

Sir, I am a Member from Rajasthan. When I got an opportunity to have the Minister talk with the Railways last time I raised the issue of coal linkage of wagons. The Minister in his reply had noted that big industries such as Cement Industry and Thermal Power Project get the full rakes of coal; but the small scale industries, which are entirely based on the Railway for coal supply does not get the quantity of coal allotted to them and they hardly get 20-30 per cent of the allotted supply of coal though 10-15 wagons have to be given to the small scale industries monthly. They get just two wagons coal out of the quota of 10 wagons monthly. On one hand, the Railways intends to encourage the small scale industries but on the other owing to the mismanagement of the Railways these industries do not get the supply of coal in time. If you go through the previous figures of Rajasthan then you will find that small scale industries have not been supplied even half of the wagons in any month of the last year. They are hardly given 20-30 percent and at time mere 10 percent of the allotted coal supply. What will happen to those industries? On one hand you talk of encouraging

[Shri Shubash Chandra]

small scale industries, on the other you do not supply sufficient quantity of coal to them.

Ajmer-Chittorgarh rail line passes through my constituency. I want to convey my heart felt compliment for obtaining its approval from the Planning Commission and completing all other formalities and he is going to commence work soon on this rail line when I heard his budget speech I came to know that he is shortly commencing work on this line when I was viewing the proceedings of the house on the television from the room where I am staying as I have not yet got residential accommodation. When I was going through the Budget paper I found that out of 263 crores amount sanctioned for Ajmer-Chittorgarh-Udaipur rail line, only 5 crores have been sanctioned during this financial year, whereas rate of inflation is over 10 percent. At least a provision in keeping with the rate of inflation should have been made which comes to about Rs. 26 crores during a year. When this project would be completed with this meagre amount? You have made a provision of just Rs. 5 crores out of total cost of Rs. 263 crores. I do not know as to when this project will be completed?

It is also being discussed to lay new rail line. The rail line constructed in Rajasthan has been uprooted during last 2-3 years. There was a metre gauge rail line from Jaipur to Toda Raisingh Nagar with the laying down of broadgauge rail line from Jaipur-Sawai Madhopur, that rail line was removed through survey was undertaken to extend this rail line from Toda Raisingh Nagar to Nathdwara what to talk of carrying out that survey work, even the existing railway track has been removed. On one hand, we talk of laying new rail lines, on the other existing rail lines are being removed. This is not proper. It was earlier mooted to carry out the survey work to convert this line from Jaipur to Toda Raisingh Nagar and Toda Raisingh Nagar to Nathdwara into broadgauge, I had written letter in this regard and that survey work must be undertaken.

My constituency lies in the Bhilwara District. Ajmer-Chittorgarh rail line is passing through mid of this city dividing the city into two parts. Here level crossing is very small one. Just ahead of that those is a underbridge under which cars and scooters can cross over and big four wheelers vehicle can not pass through this bridge making it a dangerous spot. Several times have written to the Railway Ministry for the approval to widen it. The Ministry has to spent nothing on it. Only permission is required to widen the level crossing. The under bridge is being sanctioned these. That divides Bhilwara city into two parts. A lot of people crosses from under this bridge where have all the application written to widen it disappeared without any response. When I was young, a train used to run from Ajmer to Katchiguda which has been diverted to Poorna. The passengers going from Bhilwara to Mumbai used to bound it from Ratlam and from these were unable to get it despite reservation of 68 berths in Mumbai-Indore Express because it used to reach those late 15 days in a month. You may verify it

from the records. This was the only connecting train which due to the fault on the part of Railways used to reach late though the next train used to leave the station 35 minutes after its arrival there. It is a matter of great surprise that this train was started 3 hours before to catch up the next connecting train yet it reach late. It takes 12 hours to cover the distance of 370 kms. I would urge the Railway authorities to ensure it arrival there in time.

Mr. Chairman, one thing more I would like to mention is that the saloon being used by the Railway officers are misused. If some officer is coming from Calcutta to Delhi then his saloon would be attached to some good train and he would travel in Rajdhani Express to reach Delhi. This way it is misused. It will be appreciated if some measures are taken to improve the financial condition of the Railways.

Again I thank the Railway Minister and conclude with these words.

*SHRI K.S. RAYADU (Narasapur) : Mr. Chairman, Sir, at the outset I express my gratitude to you for permitting me to take part in the discussions on Railway Budget presented by our Hon. Minister for Railways for the financial year 1997-98.

Sir, Shri Ram Vilas Paswan is an accomplished administrator. He has a thorough grasp of the functioning of the Ministry of Railways. He has once again proved his administrative skills and grasp of the subject by presenting a budget which has been well received by the common man in the country. He has spared the common man from the hikes in passenger and freight rates. I complement him for this feat. I whole heartedly support the railway budget for this year.

The Railways in the country have a long history. The first train steamed off from Bombay to Thane in 1853, nearly 144 years ago. Thereafter, the growth of Railways in the country is a story of success. Today, almost the entire country has been well connected by the Railways network. It is the largest undertaking in the Public Sector with 62,600 route kms, more than 7000 stations, 59 divisions and 9 Zones. It is the largest employer in the country with a work force of more than 16 lakhs. The value of its assets is estimated to be Rs. 36,000 crores. The Railways are handling 10 million passenger traffic per day and the freight traffic per day is around one million tonnes. Railways are paying a dividend of Rs. 14000 crores to the Government of India. In addition they provide concession to the tune of Rs. 1300 crores per year. The Railways have been termed as the life line of our economy. Thus the Railways enjoy a unique position in the country not only as the single largest undertaking in the country but also as one of the biggest and most important public sector undertakings through out the world.

Sir, we are happy that the Hon. Minister has announced the introduction of a bi-weekly Rajdhani

* Translation of the Speech originally delivered in Telugu.

Express between Nizamuddin and Visakhapatnam and also weekly Rajdhani Express between Nizamuddin and Secunderabad. We are indeed grateful to him for these new trains.

We are also happy to learn that the Konkan Railway project would be completed by June, 1997.

Sir, I represent Narasapur constituency in Andhra Pradesh. I want to speak about a few problems pertaining to my area. I am extremely happy for sanctioning a rail bus between Bhimvaram and Narasapur. This is the only consolation. Otherwise, my area continues to be neglected. We have a railway line between Narasapur and Vijayawada which was laid during British Raj more than 80 years ago. It covers a distance of 160 kms. Barring this, there is no other railway line which pass through this region. Though it is more than 50 years after independence, our area continues to be a neglected region. No new line has come up during the past many decades. Ours is a densely populated area. It is an area with enormous economic and export potential. The economic activity in the region demands more rail links. I request the Hon. Railway Minister to take note of this fact and request him to provide more lines in the region. Though we have only a single line at present, the necessary land for doubling the line had been acquired during the days of British. Hence for doubling of this line the Government need not spend any money on acquisition of land. So, I request the Hon. Minister for Railways to take necessary steps for doubling this immediately. I also take this opportunity to electrify this route.

There was a separate coach for the Narasapur-Chennai passengers at Narasapur. The coach was used to be detached at Vijayawada and attached to Chennai bound trains there. But, for some unexplicable reasons this facility has been withdrawn. As a result the Chennai bound passengers at Narasapur are facing innumerable difficulties now. I brought this to the notice of Hon. Minister. But so far nothing has been done. I request the Hon. Minister to take immediate steps to restore the facility of a separate coach for Chennai bound passengers at Narasapur. I hope he would attend to this problem immediately. Also I request the Hon. Minister to provide a separate coach for Mumbai bound passengers at Narasapur.

From Narasapur, we have only one night train for Hyderabad, the State's capital. The traffic is highly dense on this route and this only train is too inadequate to meet the demand. Hence I appeal to the Hon. Minister to introduce a day time train between Narasapur and Hyderabad at once to meet the ever increasing demand. This night train runs via Guntur and Nadikudi and reaches Hyderabad. So the day time train should run via Vijayawada and Warangal. I am confident the Hon. Minister would soon announce the introduction of this new train.

Sir, there is a rapid expansion of the railway network in the recent years. But that is not just sufficient. The

Ministry should take steps to speed up the expansion work keeping public demands in view.

There is no hike in Second Class passenger fares. This year the increase in sleeper class is negligible. But, there is a hike of 12% in the freight fares. It may have an adverse affect and is causing concern. I request the Hon. Minister to re-think about the hike in freight rates and see that the common man in the country is not subjected to price-escalation.

I also request the Hon. Minister to see that the attachment of 3 tier AC coaches is made mandatory to all the express trains.

Finally, Sir, I would appeal to the Hon. Minister to speed up the Narasapur Express which runs between Narasapur and Hyderabad. Though the distance is only 400 kms. This Express train takes 12 hrs. to reach Hyderabad. Hence the train should be speeded up to reduce the running time.

Before I conclude I once again commend the efforts of the Hon. Railway Minister to present such an excellent budget for this year.

I thank you once again, Sir, for providing me this opportunity and conclude.

[Translation]

DR. RAM LAKHAN SINGH (Bhind) : Mr. Chairman, Sir, thank you for extending me an opportunity to express my views. During last 10 days, I have interacted with crores sections of society including the Railway staff to elicit their reactions on this budget. Their reactions, however, have turned out to be quite interesting. The views of the people were that these socialist people are juggler of juggler of words and put forth their views in such an impressive style that the audience fall into the trap of their jugglery believing in what they are saying at least for time being. Similarly the Railway Minister has dealt a serious blow to the interests of the 90 percent population in the garb of this so called poor oriented budget.

Sir, coal, cement, iron and steel are four vital commodities for the development of any country and the hon. Minister's decision to hike the freight rates of these items will certainly cause inflation. As a result of this hike inrate of these items the industry as well as 10 crore labourers engaged in the construction sector have been adversely affected. I am not able to understand as to what was in his mind when he took this decision. When food, cloth and shelter continues to be the biggest problem for common people and the prices of these items are going up then how they will be in a position to construct a house of their own. The decision to increase the prices of tea and medicines has made the people more susceptible. In view of the scarcity of milk in our country, tea has become the drink of common people. The milk is now used to make cadbury's Choclates. The increase in the prices of tea is thus a concern of common people. In a country like ours where we are not able to provide basic medical facilities to

[Dr. Ram Lakhan Singh]

common people, the proposal to increase the freight charges has further added to their difficulties. Have you not made an attempt to affect the life of common masses indirectly by proposing to increase the freight charges of high speed diesel?

You know that 90 percent people in this country travel in ordinary class. For a long time we continued our struggle under the guidance of present Minister of Railway he himself had told us that 90% people of this country travel in ordinary coaches. Minister of Railways urge to organize so many rallies in the past and in there rallies most of the farmers, labourers, people of backward classes and dalits used to come on when he has proud. Minister of Railway feels proud of this that he is a son of dalit. When these people come for his rallies generally 300 or 400 people used to sit in the capacity of 70-80 persons. You can understand that how they managed to sit. Many people could not even touch the surface of train. In these condition the hon. Minister has not thought about the 90% people instead he thought about 10% which is a matter of concern.

Through you, I would like to request Minister of Railways that in all the trains, whether fast or slow, at least 40% ordinary coaches must be provided. If you can not provide facilities to 90% neglected poor people of the country at least you can make proper managements for drinking water in these coaches because during summer hot water comes out of these taps whereas 300-400 people sit there in place of 70-80 people. You can yourself imagine about their condition.

Now I would like to make a small appeal to talk Minister that at least you can make arrangements for installing a water cooler in ordinary coaches. Not much expenditure is involved in it.

Besides increase of 5% sleeper class, increase in the fare of upper class, you will get only 112 crores of rupees whereas its mail burden will be borne by the Government. Besides you have put a border of 106 crores of rupees by increasing the rates of parcels. 12% increase has been made in the freight charges, from the 20% increase on goods and parcels from Superfast trains inflation rate will definitely increase. Hon'ble Minister as such the method adopted by you for income it appears that you have taken out money from one pocket and put it in the other one because in the higher class 90% Government officers travel which will again put burden on Government. Money of one Government department will pass on to the other department. This aspect has not been taken care of.

Now, I want to draw your attention particularly towards some problems of my area because you have rung the bell. I am here in this house since 11.00 and now the time is quarter to four in the morning.

Hon'ble Minister, Sir, you have allocated Rs. 22 crores for Guna-Itawa railway line during the last year and after that you made it Rs. 30 crore whereas for

Shivpuri-Gwalior after settlement of all the tenders there is a liability of Rs. 24 crores on it. In such a condition you have allocated only, 13 crores whereas it is an important line, It connects Uttar Pradesh. Now this has been extended from Itawa to Mainpuri. I would like to urge the Minister to allocate Rs. 35 crore during the current year as provided during the last year. There is a metre gauge railway line between Gwalior and Bhind and it has been extended upto Nonera. There is a 50 kms stretch from Nonera to Bhind, on which the work can be completed in Rs. 10 crore. If Bhind and Gwalior are connected, the income of railways will also increase. Secondly, the area which is being neglected will also get connected. Thirdly, Malanpur Industrial area was earmarked for the development of Bhind. But it is just for name sake as happens in the case of the Governments the farmers have lost their lands, their share of water electricity. And now these industrialists say that there is no train facility here and hence they are not in a position of setting up the factories.

I would like to request the Minister that if these are connected with Bhind then the industrialists will not have any excuse and people of the area will get some employment. Similarly, Datiya district comes under our area. There is Peetambhar Peeth' in Datiya which is famous religious centre. It has religious and historical importance. Chambal Express operates from Jhansi to Allahabad as a passenger train. It stops at very small station such as Harpalpur and Nawadi Station. Why cannot this train be stopped in Datiya. I want to ask particularly about this. Kindly see that stopages can provided there to these trains.

Similarly, Sonagiri is a big pilgrimage centre of Jain Samaj. Ertees Pathankot Express used to halt there. Basai is a small station and Pathankot Express used to stop there also but now this train do not stop at both these stations.

I would like to request the Minister that if arrangements are made for providing stoppages of these trains there, then I think it would be a blessing for us and for the people of that area. It is not a big problem and does not involve any expenditure.

With these words, I once again request the Minister to increase the amount to Rs. 35 crore from 13 crore rupees as it was during the last year so that the line may be completed. I am thankful to you for going me an opportunity to speak and with these words. I conclude.

[English]

SHRI SHIVANAND H. KOUJALGI (Belgaum) : Mr. Chairman, Sir, thank you very much for providing me an opportunity to make some points on the Railway Budget for the year 1997-98 presented by the hon. Minister of Railways.

I am thankful to the hon. Minister of Railways for inclusion in the Budget the survey of a new line from Kittur to Dharwad via Baithongal, Savadatti

and Yellamma Gudda. I request the hon. Minister, through you, Sir, that the survey work be started immediately and the dream of the people of that place be fulfilled.

I am grateful to the hon. Minister of Railways for starting a new rail service from Bangalore to New Delhi and urge that the same be commenced immediately. It has been announced that it will run only once in a week from Bangalore to New Delhi *via* Hubli and Belgaum. I urge upon the Minister that the same be run every day.

Mumbai-Chennai daily train service be introduced *via* Miraja, Belgaum, Hubli and Guntakal since there is no train service connecting Mumbai to Chennai through Miraja, Belgaum and Ballari area. Starting of this new train will be beneficial for the people of northern Karnataka and southern Maharashtra.

At present, there is a train between Mumbai and Tirupathi *via* Sholapur. This train can be diverted *via* Miraja, Belgaum, Hubli and Guntakal because of heavy congestion on the Mumbai-Chennai section *via* Sholapur.

There are two other trains running on the Tirupathi-Sholapur-Secunderabad sector.

If that train is diverted the devotees of South Western Maharashtra will get the direct benefit of having *Darshan* of Lord Venkateswara and Savadatti Yellamma Devi and to go to Sogal Tourist Centre and the historic place of Rani Channamma Fort at Kittur who fought against the British.

At present there is a train between Miraja and Bangalore *via* Belgaum, Hubli. But unfortunately there is no berth provided in the first class for Belgaum passengers. The hon. Minister might be quite aware that Belgaum is the divisional headquarters of Revenue, Police and Commercial Taxes Departments, also one of the biggest cities in Karnataka and also one of the well-established industrial cities of Karnataka. Hence, it is requested that at least ten berths in first class; 30 additional berths in second class be provided and one additional mixed coach be provided to the said train.

As I have mentioned earlier about Belgaum city, the presented railway station at Belgaum is one of the oldest railway stations in the country. It requires immediate modernisation since lot of foreign travellers visit Belgaum city to go to Kittur to see the Kittur Fort, which is the place of Rani Channamma and a tourist and historical place and also to Badami and Banashankari. Due to inadequate facilities the travellers are suffering. Hence, it is requested that the hon. Minister may arrange to provide first class and second class passengers' waiting rooms and also waiting rooms for ladies and children.

Sir, improvement of the existing platform, providing filtered water facility, construction of railway retiring rooms, providing of public telephones with FAX facility and STD to the travelling public are other requirements of this station.

It is also requested that Ghataprabha railway station between Londa Miraja junction in the Southern Railway be improved with all the basic facilities under the modernisation programme. Ghataprabha was one of the historic places during the freedom movement and there is also a good hospital facility for which many persons come to this place for going to that hospital. So, first and second class berths may be provided in the Rani Channamma Kittur Express running between Bangalore and Miraja.

In Belgaum city, the railway line passes in two places. At both the places to cross the railway line, overbridges are essential. Hence I request the hon. Minister that at Belgaum railway station an overbridge may be constructed as early as possible.

The Rani Channamma Kittur Express, Train number 6589, which leaves Bangalore Miraja at 2000 hours is inconvenient to the public. If it leaves at 2100 hours it would be more convenient to the travellers. So, the time may be changed and its running time may be reduced from Hubli to Belgaum to the extent of one hour.

Sir, a new daily train between Belgaum and Mumbai *via* Belgaum may be introduced and named as Belawadi Mallamma Express.

Lastly, the railway zone which has been sanctioned at Bengaluru be transferred to Hubli is the suitable place.

SHRI SOHAN BEER (Muzaffarnagar) : Mr. Chairman, Sir, I would like to draw your attention towards the reductions made on some items in the railway budget for 1997-98. Just after Ferozabad accident the then Prime Minister had assured in the house that more funds would be provided for the safety purpose. But the allocation made for signal and telecommunication is less Rs. 50 crores as compared to the previous year. Have accidents stopped completely or there is no need to install sophisticated safety equipment? We have been serious consequences of the negligence towards safety. Hence, more funds, should be provided for this purpose. Likewise, Rs. 27 crores less have been sanctioned for computerisation while hon'ble Railway Minister made tall claims of computerisation in his speech.

Fare has been increased but the allocation for purpose of passenger facilities has been reduced from Rs. 103.59 crores to Rs. 80 crores. What is the reason to reduce more than Rs. 23.5 crores? There should be provision for providing proper facilities to the passengers. I would like to draw your attention towards one more main issue. There is a railway crossing within starter signal at Sakauti station on Delhi-Haridwar route. This railway crossing lies within the railway station. Even after arrival of the train it takes long time to open and takes more time when shunting of trains is carried. There is heavy traffic on this route and within a short time there is a long queue of cars, trucks and other vehicles. Lakhs of Kanwariyas pass through this route, the pilgrims of Haridwar and tourists to Dehradun and Mussourie also go through this route. There is heavy

[Shri Sohan Beer]

traffic on the occasion of Kumbh, Ardha Kumbh and Purna Kumbha and at that time there is a Jam at this railway crossing. I am grateful that an overbridge would be constructed at this railway crossing but the progress of this work is very slow. This year only Rs. ten lakhs have been provided for this purpose while its cost of construction is Rs. two crores and forty lakhs. If the work continues with this pace the work would not be completed even in the next ten years. I think that this work can be completed within a specific period if it is included in BOLT Scheme.

04.02 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

In this budget injustice has been done western Uttar Pradesh. For the doubling of railway line between Muradnagar and Meerut city only Rs. four crores have been sanctioned whereas its cost is about Rs. forty crores. This year only Rs. fifty lakhs have been provided for this purpose. This work is to be taken up between Meerut, Muzaffarnagar and Saharanpur also. Similarly, for electrification of Khurja-Meerut-Muzaffarnagar and Saharanpur only Rs. one lakh has been provided while its cost involves about Rs. 89 crores. It is irony that funds are provided to areas on narrow consideration and for the sake of self praise we can not tolerate this type of step maturely treatment, when funds are not provided for important works.

Likewise, the number of fast passenger trains should be increased. There is only one train between Saharanpur and Delhi, due to which this train gets crowded. Atleast two trains should be introduced on this route. This train does not have toilet facility hence this facility should be provided in this train. Muzaffarnagar is the biggest gur Mandi of Asia so Shatabdi Express should be stopped there. Due to the biggest sugar mill of Asia in Khatauli stoppage for link express should be provided there. There should be a railway line from Bijnor to Muzaffarnagar and Karnal. A fly over should be constructed at Muzaffarnagar near Nai Mandi Thana on Panipat-Khatima route and the number of reserved seats should be increased in the link express.

With these words I conclude.

*SHRI D.S.A. SIVAPRAKASAM (Tirunelveli) : Hon. Deputy Speaker, Sir, I thank you for allowing me to participate in the discussion on the Railway Budget for the year 1997-98. I am here to welcome and support. I recall a similar situation during last year's discussion on the Railway Budget. I rose to speak at 3 A M last year. This year I am called to speak at 4 A M now. I am getting an opportunity to putforth my views on behalf of the people of my constituency in the southern most part of the country. In the wee hours, the attendance is bound to be thin with few Members but my demands

are strong enough to draw the attention of our Railway Minister. I hope he will give due consideration.

I find myself in a hapless situation to present the same demands I placed before this House last year. Not only that the demands have not been met but I am also not getting any favourable reply or about the status of the action taken on the demands I have made.

This only gives me a feeling of being let down. The people of my constituency are bound to feel neglected. They are forced to feel that Railways ignore people of Tirunelveli which is at the farthest southern end of the country. It is needless to say that the Railways have a bounden duty to give due consideration to this historical and recently re-emerging town which has fast emerging port town like Tuticorin nearby.

For the past few years now many of the Block stations in our area are being down-graded. They are converted to CNC Stations. These CNC stations are being handed over to private agents.

Many stations are now facing closure. For instance in Tiruchendur-Shencottah section alone stations like Kurichi, Adakkalapuram, Veerapandiapattinam, Nallore, Mela Kallur have been closed down. I also understand that many other stations are either to be closed down or to be down-graded. I understand that Railways are at it. In the name of reducing manpower they are cutting down the infrastructure already available and thereby they lessen the facilities provided to the people.

The Railway Station nearer to my residence is Pettah. This has been converted to a CNC Station. Even the telephone lines in that station have been cut. I only apprehend that they are planning to close down that station once and for all.

This is the sorry plight of the growth of Railways in my constituency. If I write to Railway officials about this, I do not get reply other than the due acknowledgements to my letters. I am pained to point out this.

There are thousands of Railway workers in my constituency. They have been pleading for establishing an Higher Secondary School for their children. They are also requesting the Railways authorities to construct and Hospital in Tirunelveli. Railways have got only a dispensary in Tirunelveli. If the Railway employees and their family members are to get additional medical facility and continuous medical treatment as in-patients, they have to go all the way to Madurai which is 152 kms away from Tirunelveli. So the thousands of railway men working in the Railway section of my constituency are not able to make use of the Railway Hospital facilities available away at Madurai.

If the Railways could establish an Higher Secondary school and set up a Hospital in Tirunelveli, that would greatly benefit the Railway employees working in Tirunelveli-Tiruchendur, Tirunelveli-Shencottah, Tirunelveli-Tuticorin and Tirunelveli-Kanyakumari sections. Hence I request the Hon. Railway Minister to look into it and comply with the long felt demands of the Railway men of my constituency.

Now that the Steam locomotives have been withdrawn, it has resulted in decrease in employment opportunities. In order to bridge the gap and to fully utilize the available manpower a workshop to repair wagons, Rail coaches and diesel engines could be set up here.

There is no direct train from Tirunelveli to go to Delhi, Varanasi, Calcutta and Hyderabad. Tuticorin port is being modernised now and the passengers from this town and Tirunelveli have to wait for hours to board link trains that will enable them to go to other major towns and cities in the North. In order to ameliorate this problem steps may be initiated to run direct trains from Tirunelveli.

The Nagercoil-Mumbai tri-weekly train may be originated from Tirunelveli as a daily train. Now this train runs late invariably every time. As this train does not have exclusive coaches, it has to wait for the arrival of Gandhidham Express at Nagercoil. This is the reason for its late departure almost every time. This is what I am given to understand. Hence I request the Railway Administration to provide exclusive coaches to run this train.

It is also important to run a direct train from Tuticorin and Tirunelveli to Bangalore city. If you are to face the same problem of procuring carriages, then you may extend the Bangalore-Madurai Express upto Tirunelveli and Tuticorin.

Tirunelveli Railway Junction needs to have a pit line. Now there is no pit line and hence the Mumbai-Nagercoil Express has to go from Tirunelveli to Nagercoil with just 80 to 100 passengers occupying 16 carriages when it passes through Tirunelveli. Had there been a pit line in Tirunelveli 11 carriages could be delinked at Tirunelveli for maintenance work. This would help saving about 700 litres of diesel every time. So I request the Railway Minister to look into the need to have a pit line in Tirunelveli immediately.

I would like to express my deep gratitude for taking steps to effect gauge conversion on both the Tirunelveli-Tiruchendur section and Tirunelveli-Shencottah section.

As pointed out by me last year itself, there is a pressing need to shift the existing Tuticorin station from the congested downtown to Milavittan in the outskirts of the town. Now the old station in the middle of the town causes traffic snarl ups affecting all kinds of road traffic like bus service. Shifting of the Tuticorin Railway Station to Milavittan would ease the recurrent traffic congestion. This is also a major demand of almost all the Members of the merchants community in Tuticorin town. Hence I request the Railway Minister to look into this at the earliest.

Tirunelveli-Kanyakumari section of the Railway line area comes under Trivandrum division now. This hinders the expansion of industrial growth and commercial activities. There is a long pending demand from the people of this region. As early as in 1980, late Kosal Ram, MP and myself insisted on the shifting and we

even went on Dharna. This section should become a part of Madurai Division. This has to be done immediately. I understand that some officials cite inconvenience to Railway Administration as the reason behind the non-compliance of the demand. Railways stand for providing convenience to the people it serve and not *vice versa*. Before people could rise in agitation against this inaction, I wish the Railway Administration yields. You may avoid a situation wherein I may be forced to lead an agitation against the recalcitrant attitude of the Railway Administration. I do not know whether the Minister is aware of this unfulfilled demand.

Chennai-Dindigul gauge conversion work is at a snail's pace. You may kindly expedite the completion of the project.

Laying of Salem-Karur Railway line has to be expedited allocating more of funds.

Out Railway Minister is emerging popular by way of creating several new Divisions. There was a demand from our leader Dr. Kalaingar, the Chief Minister of Tamil Nadu to open a new Division with Salem as its Headquarters. You may kindly translate that into action.

This is not a new demand. One of our former Deputy Railway Ministers late Shri Salem Ramasami wanted Salem to be a Railway Divisional Headquarters. He had even purchased 100 acres of land to facilitate this. His wishes, the wishes of a late leader and a former Minister needs to be fulfilled.

There is another demand still unfulfilled though I did make it last time itself. I mentioned it during my speech on last year's Railway Budget. The retired Railway employees who are eligible for I class passes are now permitted to take an "attendant" in II Class instead of a "Companion" in I Class itself. "Attendant" passes are not going to help these senior citizens when they are to travel alone.

There is an urgent matter that needs to be attended to by the Hon. Minister. Whenever we, the Members of Parliament write to the Railway officials both in the Ministry and Headquarters of the various regions, we only get an acknowledgment. We do not get proper reply. They are delayed by months.

Even if the Minister assures the Members, his officials let him down or atleast it appears to be so. This should go.

We are constrained to write letters repeatedly for the same issues.

I understand there is a Circular from the Government of India impressing upon the officials to promptly write replies to Members of Parliament informing them about the action taken on matters represented to them. I do not know whether the officials are aware of this standing instructions.

I would like to bring this to the notice of our Hon. Railway Minister so that he may take suitable action in this regard.

[Shri D.S.A. Sivaprakasam]

Tirunelveli is an important Railway Station. Passengers from here travel up to several destinations like Delhi, Bombay, Bangalore, Hyderabad etc. The Computer Reservation Facility available here do not provide for Return Journey Confirmation. Passengers have to wait for several days to get information about Return Journey confirmation. Universal Networking system should be installed in Tirunelveli which is at the farthest end of the country with much of passenger potential.

I would like to highlight certain peculiar procedures and practices adopted by the Railway Administration. For instance, a Railway employee on leave can get his monthly salary only when he produces a certificate that he is alive. Likewise, Railway employees who have undergone vasectomy and apply for incentive increment are needlessly necessitated to get a Certificate from a "Civil Surgeon" apart from the Certificate from the Family Planning Centre and the medical officer who had performed it. This age-old over-cautious practice to the extent of being ridiculous must go.

Requesting you to re-arrange the departure and arrival time of long distance trains at Tirunelveli to more pragmatic times than being unearthly wee hours, I conclude my speech now. Thank you.

[Translation]

MR. DEPUTY SPEAKER : Before Bhanu Pratap Singh ji speaks, I would like to quote a complete for Shri Ram Vilas Paswan ji including staff.

Hame to aaj ki sham pau phate tak jagna hoga, yahi kismat hamari hai? Sitaro tum to so jao.

SHRI BHANU PRATAP SINGH VERMA (Jalaun) : Mr. Deputy Speaker Sir, I am thankful to you for giving me an opportunity to speak. I use to oppose the railway budget. I would like to suggest that more funds should be made available in it.

Lakhs of acres of land in our country have been lying useless near the railway tracks. That land should be handed over to the poor Dalits for farming so that a poor can earn livelihood for his family and some amount can be recovered from his to generate resources for Railways.

My second suggestion is that enough land of the Railway Department has been lying near the railway stations, which has been occupied by the capitalists. If the Railway Department takes over that land from them and construct permanent shops for the vendors and the tea shops then definitely within ten years huge amount of rent will be earned. It will earn profit to the railway.

The hon. Railway Minister had recently been to Ranchi and had announced there to give tickets to the accredited journalists at concessional rate but even after fixing the date, the officers are not giving them this facility. A provision for this has been made in this budget.

My submission is that which replying to the debate he should fix the date so that the journalists can avail the tickets at concessional rates.

Mr. Deputy Speaker, Sir in my constituency, from Eta to Konch a shuttle train used to run upto 14 Kms. It was withdrawn during the last budget. The rail bus has not been introduced on that route. I have come to know that there are 74 seats in that rail bus.

SHRI RAM VILAS PASWAN : Where it is?

SHRI BHANU PRATAP SINGH VERMA : It is from Eta to Konch. My submission is that instead of 74 seats, at least a rail bus of 200 seats should be introduced. It should be provided halts at Anand Nagar and Sato Gram between Eta to Konch. This shuttle should be extended upto Urai and the train which remain parked at Eta should also continue to run. It would definitely be profitable for the railway. There is no train available for Jhansi from Urai from 12 noon to 8 at night. If it is there, then it does not halt at Eta. The orders for running the rail bus likely to be introduced from ETA to Konch and from Eta to Jhansi should be passed. Urai is district head quarters in my constituency. There is a railway crossing at the Rath road. It is in the middle of the market. When a train steams off from Eta the crossing remains closed for 40 minutes. My submission is that an over bridge should be constructed there. There is not even a single train for Delhi from my Parliamentary constituency. The trains which are available are upto Jhansi only. There is one Chhapra Mail which terminates at Agra. In Bundelkhan Mahotsav. on 27th the hon. Minister had that Chhapra mail would be extended but no action has yet been taken. My submission is that this mail should be extended upto Delhi.

Last year, I had put forth a demand before the hon. Minister. A survey of railway in Konch area was conducted in 1977. Besides the survey the earthwork was also done on it. That railway line connects Konch with Oraiya. No construction work has been done on it till date. My submission is that attention should be paid towards it.

[English]

SHRI V. KANDASAMY (Pollachi) : Respected Deputy-Speaker, Sir, I thank you very much for providing me an opportunity to participate in the discussion on the Railway Budget. I also wish to thank my beloved leader Shri Moopanar and the people of Pollachi constituency at this juncture.

As a Member of the Pollachi Parliamentary constituency, I, on behalf of the citizen public, submit the following developments and additional provisions in the Railway network which I hope will contribute much for the welfare of public.

Most of the Southern network has been converted into BG while the DDG-CBE via POY and DDG-PGT via POY is left out as a shadow region.

Pollachi town is an important junction point which connects tracks from Palaghat to Dindigul and Coimbatore to Dindigul. The Town has State-wide market noted for coconut and allied products, groundnuts, chillies, onion and other commercial edible goods. The present low frequency of trains on metre gauge does not suit the transport requirement of these goods and people are resorting to road transport.

This can be directed to Railways if the track is converted into BG on Palaghat-DGL and CBE-DGI lines both via Pollachi and the frequency of trains increased.

Respected Sir, Pollachi to Valparal Highway Road intersects Pollachi-DGL railway track in the city limits. As the road is an important transport line, the vehicular traffic gets congested when the level-crossing gate is closed. Hence, this may kindly be brought to the notice of the State Administration to get a flyover constructed which will serve to a greater extent.

A power generator needs to be provided at Pollachi Railway Station to meet the frequent and unscheduled power failures during night hours.

Return journey ticket quota is to be extended to Pollachi Railway Station.

Keeping in mind the increasing passenger demand, the following additional seat allotments are requested:

Train No. 6006 Blue Mountain from Coimbatore to Madras provides only six berths as quota for Pollachi, which has to be increased to 15 berths, two first class and five AC sleepers tickets in addition.

Train No. 6674-Cheran Express provides 14 berths only while the sanctioned 3-tier AC sleeper is not provided. This has to be increased to 20 berths and two first class AC sleeper each.

The existing quota for Pollachi to Chennai in Kovai Express-2676 is 12 berths; it is to be increased to 20.

Sir, in extending the additional facilities and developmental activities measured above, no remarkable difficulties are anticipated. Hence, I, on behalf of the citizens of the public of Pollachi parliamentary constituency, earnestly request that our United Front Democratic regime will be pleased to execute the above plea.

With these words I conclude. Thank you.

[Translation]

SHRI PUNNU LAL MOHLE (Bilaspur) : Hon'ble Deputy Speaker, Sir, I rise to make some request to hon'ble Paswanji in my speech on Railway Budget. Hon'ble Minister of Railway, Shri Paswanji had given assurance during his visit to Bilaspur that Railway zone would be set up at Bilaspur. But that assurance seems to be changed after his coming to power. I would like to state the reasons for setting up Railway zone at Bilaspur. Bilaspur is the most revenue earning division of India. It earns the revenue of Rs. 2378 crores which is more than seven eastern Railway zones. The per

kilometer earning of Bilaspur is more than Rs. 2 crores whereas the per kilometre income of Indian Railways is Rs. 28 lacs. Only 1.7 percent of the 18 percent income of Indian Railway is spent in Bilaspur area. Bilaspur division has second place in the world in the frequency of trains, which is one train in every six minute after Japan. Railway, where it is one train in every 5 minutes. The maximum loading of goods from here is more than 8 thousand wagon per day and the record in the years 1996 is 19202. Why Bilaspur is more appropriate place in comparison to the other places? The department of railways has already free hold land for Railway Zone. The Railways has vacant building, i.e., and construction. Railway zone is necessary in Bilaspur keeping in view the work load in Bilaspur division. Bilaspur is also appropriate place for Railway Zone from geographical point of view for operation, control and management of railways. Therefore, I would like to request the Minister, that keeping all these facts in view, it is necessary to set up a Railway Zone in Bilaspur. All the Members of Parliament of Madhya Pradesh, M.L.A.'s Ministers and all the parties have agreed for it. The former Chief Minister and Former Union Minister, Shri Arjun Singh, the leader of Opposition and hon'ble former Prime Minister, Shri Narasimha Raoji, Prime Minister Shri Deve Gowda and even our hon'ble Minister of Railways also agree to it. I don't know the reasons for not doing it. Last year I wrote a letter whether any survey has been conducted or not. I am constrained to point it out because the hon'ble Minister had also given assurance in this regard. I want that he should fulfil his assurance. Many hon'ble members have also met you in this connection. I hope that you would fulfil your assurance.

Now, I would like to say something about Bilaspur, Madhya Pradesh, Bilaspur should be linked with Madras, Bombay and Sikanderabad through computerised reservation system so that common people may get reservation facility. The arrangement which was to be made for physically handicapped, destitutes and sick people has not been made so far. Last year, you have made provision for two seats for physically handicapped. I demand that there should be four seats for them so that alongwith physically handicapped destitutes and sick people may get benefits. There are about 24000 such railway crossing in the country where accidents can occur at any time. At many places there is difficulty due to the shortage of drivers. I want that proper provision may be made for it in current Railway Budget so that incidents of accident may be checked.

It has become necessary to review the security arrangements because the incidents of dacoity etc. have been continuously. Accidents occur somewhere due to some reason and somewhere people are caught carrying explosions. There are two types of security arrangements in Railways-first through State Governments and second by the department of Railways. Such security arrangements should be done away with. If there is need to amend the related rules and regulations for security. The department of railways

[Shri Punnu Lal Mohle]

should take initiatives to amend them suitably. I think all of us are unanimous on this issue. All of us want that the life and property of the passengers must be protected so that they may travel safely.

All long route Express trains passing through Bilaspur region should have their stoppage in that region. For example, Howada-Ahmadabad Express should have a stoppage at Bilha Railway Station. Similarly, Link Express should also have a stoppage there. Sarnath train should also have a stoppage there. Similarly other trains should also have a stoppage at Pendarra because Railways earns the revenue of Rs. 5 crores from there.

Now I would like to say something about T.T.I. The passengers face a lot of difficulties because of them as they demand a lot of money for reservation. They harass the passengers and detain them. There is a need to improve the system. In regard to improvement I suggest that reservation quota at Railway Station should be increased. The number of General Coaches in all express trains should be increased to atleast 6-7 coaches in each train. Only then there can be some improvement in the system. One more thing can be done that passengers should enter the three tier compartment only after getting ticket and reservation.

I had raised the issue of catering and sanitation last time also. Meal is provided for Rs. 6 in Railway Canteen here but Rs. 16 is charged for one thali in the railway and that is also not a good quality food. It is necessary to make improvement in this system. I suggest that Pantry car should be provided in each train or meals may be distributed through Government employees because now a days sufficient meals is not given to the passengers. I request that meals should be made easily available and it should be of good quality.

We have noted that toilet remain dirty in three tier coaches. There should be improvement in it because even the complaints are not entertained. The employees should look after all the system and if still there is no improvement, the arrangement for cleaning should be made at every platform. Action should be taken against the persons found guilty in this regard. The situation would improve only when such type of steps are taken.

You have set up a Committee at division level in which public representatives are also included but their meetings are being held after 6-6 months or one year and the suggestions given by the public representatives are being ignored. I suggest that the meetings of these committees should be held once in every two months so that we could put our problems before it and some solution could be found. If it is done the system would definitely improve, the atmosphere of the department of Railways would become clean and passengers would also benefited.

With these words, I would like to request you once again that the railway zone must be set up at Bilaspur

immediately. The hon. Minister should make announcement to that effect in this Budget speech or give assurance so that Zonal office may be opened at the earliest. With these words I conclude and thank you for giving me time to speak.

SHRI MOHAMMAD ALI ASHRAF FATMI (Darbhanga):
Mr. Speaker, Sir, thanks a lot for providing me an opportunity to speak. It is said that 'better late than never'. We wanted that a record be set up today and that should get entry in the Guinness Book of World Record. Though, the previous record will not break but the way in which the people show their interest, indicates the importance of Railway Budget. The Hon. Members do not remain present in the House after Question Hour or Zero Hour but they are ready to sit till the morning to discuss Railway Budget.

Firstly, I rise to support the Budget presented by the hon. Minister of Railways. I do not want to go in detail but I would like to state that this Budget is a pro-poor Budget. It maintains regional balance. It also include the constructive infrastructure which Railway proposes to extend. I would conclude after mentioning two or three problems of my Constituency. While announcing other facilities, the hon. Minister had also promised to provide the facility of telephone in trains.

I would like to demand the hon. Minister of Railways to provide telephone facility in every long distance train. It will prove to be very beneficial in many cases. For instance in case of robbery, fire incidents in train or any passenger fallen seriously ill, we can seek medical aid or other help from the next station to come. Similarly in case any hooligan enters the train we can ask for help.

Secondly, the drinking water facility is available in Rajdhani but the general trains lack it. Therefore, people are bound to drink dirty or saline water available at the stations. I would like to request the hon. Minister of Railway to make arrangement of cold drinking water purified by acqua guard should be made in each and every train, at least, in sleeper class and A.C. three tier.

I have one more demand to make for students. There are many residential universities in India. The hon. Minister had announced to set up reservation counters in University campus also. I demand that reservation centres should be set up in three Central Universities viz-Jawaharlal Nehru University, Aligarh Muslim University and Banaras Hindu University and other residential Universities, if they do demand, because students from all over India and specially from Uttar Pradesh come to study here. For instance, 15 thousand students from all over India come to Aligarh Muslim University for study. They have to face many difficulties and some times go to Delhi for reservation. It would be better if such arrangement is made in the Universities. So far as the food is concerned, the food provided in Rajdhani Express is not worth eating. I request the hon. Minister to improve the quality of food served in the trains. I fail to understand as to why the hon. Minister of Railways provides such an inferior quality of food

while he provides very good and tasty food in the lunch, dinner or Iftar party hosted by him? Below standard food is served there...

SHRI RAM VILAS PASWAN : Please tell me how can it be improved?

SHRI MOHAMMAD ALI ASHRAF FATMI : You often organise Iftar, let it be Sahari today. For improvement in catering, you can charge advance money from the passengers just as it is done in Rajdhani Express. In this way food charges can be included in the tickets of long distance trains. You should also keep supervision...(Interruptions)

SHRI RAM VILAS PASWAN : What is the guarantee that even after charging money, good food would be provided? Catering service is being provided by the private contractors and also by the Railway department but we are not satisfied with the performance of any of them. Thirdly, we are planning to form a corporation. Please, suggest some other measures to improve the quality of food except supervision.

SHRI MOHAMMAD ALI ASHRAF FATMI : We will give you in writing the measures to improve the quality of food after discussion.

The Hon. Minister had announced that the temporary employees of Railway would be regularised. Thousands of daily wages workers of my area come to me because they have not been regularised till now. I would like to request the hon. Minister to pay his attention towards them. Today, a big Dharna was organised at V.P. House in which we also participated. Something was also said in the House regarding running staff. I heard that you have given in writing also but it is unfortunate that your decision has not been implemented so far. Please, do it on priority basis and fulfil the demands which you have already accepted.

Now, I would like to conclude after raising some demands for Darbhanga and adjacent areas. I have been hearing since day before yesterday that so much has been given to Bihar and Karnataka in the Budget but I think this is a balanced Budget. The backward areas were being neglected. I had requested the hon. Minister to provide a new rail-line from Darbhanga to Mujaffarpur but that was not included in the Budget. I would like to request the hon. Minister to include it in the supplementary demands. The survey work of this line was done 25 years back and since then this project is lying pending.

Secondly, there is no super fast train for Delhi from the entire North Bihar. I had requested the hon. Minister to introduce Bagmati Express from Darbhanga to Delhi. It would benefit not only the people of Darbhanga but the entire population of North Bihar. It is a matter of pleasure that it will pass through your Constituency also. Despite it, our this demand was not acceded to. We had demanded that the Rajdhani Express running from Guwahati to Delhi via Patna, Barauni and Mughal Sarai should pass through this backward area. It would

be better if this train runs via Barauni, Samastipur, Mujaffarpur, Hazipur and Chhapra. It will also not take extra time. Only hitch is that the track is not worthy of plying this train. But you had assumed us that you would get that examined and if possible this train would be diverted to this route. My request is that this Rajdhani Express should be diverted to this route. The facility of computerised reservation should be provided at Laharia Sarai-the headquarters of Darbhanga. I cannot explain the importance which Darbhanga has assumed. You yourself have seen its condition, it has not been developed, therefore, attention should also be paid towards this side. Darbhanga and Laharia Sarai is 9-10 Km. long city but not even a single overbridge is there. I request that there should be atleast two overbridges. With these words, I conclude.

KUMARI MAMATA BANERJEE : Finish it with a couplet.

SHRI MOHAMMAD ALI ASHRAF FATMI : I cannot avoid Mamataji's request. Therefore, I recite a couplet in Urdu :

"Kabhi Yun bhi aa meri aankhon mein,
ki meri nazar ko khabar na ho,
Mujhe ek raat nawaz de,
Phir uske baad sahar na ho."

Something is there with the Rail Budget that morning will come late. With these words, I support this Budget.

MR. DEPUTY SPEAKER : I will also recite a couplet:

"Kuchh log zamane mein, eise bhi to hote hain,
Jo mehfil mein to hanste hain, tanhai mein rote hain."

DR. SHAFIQUK RAHMAN BARQ : Please listen to my couplet also.

"Na jane raat kya gujari hai,
Dil pe aankh purnam hai,
ki jaise subah roti apni barbadi
par shabnam hai."

SHRI SANTOSH KUMAR GANGWAR : I would certainly like congratulate the Railways Minister for one thing that this year as well as last year he listened to all the suggestions putforth by the Members here in this House. All the Members highlighted the problems of their respective areas it is not possible to accommodate everyone but if the desired information about their problems is furnished by the department then the long discussions here in this House make a sense. The Railway Minister in his speech stated that Indian Railways is not running into losses. It is, true indeed. In fact today is the age of railways where crores of people travel by Railways everyday and even they travel on the roofs of the trains. Then the Railways can never be a loss incurring business. There are vast possibilities for railway in India. It seems very true when people say that area to which the Railway Minister

[Shri Santosh Kumar Gangwar]

belongs gets preference. I say it should get there is no objection, but, I would like that you should formulate a blue print for next twenty years enamoring policies for hilly regions, boarder areas, north eastern regions and tourism potential areas. If you work according to it, it will be convenient for you and it will invite lesser Criticism and aspersion. I am saying so, as I hail from Uttar Pradesh which every one is accusing that it has been ignored in the Railway Budget. I do not want to level this allegation as everyone has got his limits. You first tried to placate your colleagues, however, I would like to urge you that if you take decisions keeping in view the problems of the entire country you will get applauses from the entire House.

Sir, I would like to invite your attentions to certain issues. You said that most of passengers travel in second class and in general coaches but safe drinking water is not available in these coaches and you may find such captions written over the water taps -Not Safe For Drinking - and if you get down from the train, there is always danger of the train leaving the platform. Therefore, safe drinking water should be provided in this type of coaches for which people will ever remember you. Now I cannot say that the Railway Department has decided to reduce the number of personnel every year.

Sir, I would like to draw your attention to certain issues. You mentioned about the SCs/STs. You also made a mention of fulfilling the backlog of vacancies of SCs/STs and making separate reservation for them, however, you did not even make a reference to O.B.C. for whom a movement is going on for last several years. You should take care of them also and when you give reply you should elaborate as to what you are going to do for them and what is their percentage in Railways. I understand that O.B.C. are a sizable population in villages and they have interest in it. They look towards you as to which facilities you are providing to them. Besides the handicap also complain that they donot get tickets in A.C. Coaches and chaircars. I sincerely request you to look into their complaints and see as to what kind of facilities could be provided to them.

I feel that catering facilities should be made available in all long-route trains covering a minimum distance of 700-750 Kms. My town lies on the Howarah-Amritsar route and pentary cars are not provided in many of the trains on this route causing inconvenience to the passengers. As far as the quality of food is concerned, you have just elaborated the point as to how to improve it; I do not think that there has to be some separate system for it. If proper checking is carried out the quality of food will certainly improve. The rates of meals and brakefasts also vary from train to train and at times these are very high to the astonishment of the passengers. I would like that either you assign the pentary car facilities to the private sector or to the department of railways but at least you should ensure that passengers if demand, should be given receipts for the food items.

Sir, bed rolls are provided free of charge in A.C. coaches but I have always found them in a very dirty condition, some steps should be taken in this direction also. In recent past these have been frequent events of loot and dacoities in the trains. You have not been able to put a check on it due to the action on the part of the R.P.F. and G.R.P. I understand that the main responsibility is that of the R.P.F. All the State Governments put forth the problems pertaining to their respective states. However, I would like the Minister of Railways to pay special attention to this problem without involving the R.P.F. and G.R.P. in it. This is all the more necessary because officers of allied services are also working in R.P.F. and there is a widespread resentment, among them that they are not being given responsibilities. I feel that accountability should be fixed in this regard as to why and how these incidents are taking place. If you leave it to the State Governments saying it is a state subject, they will try to make excuses. It is not necessary that you have your party's or supporting parties Government in all the states. You will have to formulate a strategy in this regard. If you take care of it, it will lead to solving many other problems.

Mr. Deputy Speaker, Sir, I belong to Bareilly district. These vast railway land is lying unused and encroachments are fast taking place on it. You are not formulating any scheme in this regard. The Shyamganj railway station situated in the centre of the city is of no utility and land worth crores of rupees is also not being utilized. I think you should make some arrangements in this regard after making assessment of this property which could be used by the Railways. It will benefit the Railways and add to its income.

A large number of promotee officers called on me. They have also submitted a memorandum to you. Their demand appears to be very justifiable on the basis of 'Equal pay for equal work' their demand of 40 per cent quota in promotion from grade 'B' officers to grade 'A' seems to be justiable. I would urge you to give symphetic consideration to their genuine demands.

I would like to point out two three issues pertaining to my area. I had mentioned this points in the meeting of the consultative committee that divisional office of the North-Eastern Railways is situated in Bareilly and a factory of N.E. railway is also there. This factory is no more functioning. A slipper factory was also there which has also been shut down. So far as my knowledge goes, a survey was carried out here for setting up a coach factory and as per the outcome of the survey, a coach factory could be established there with comparatively low cost it is a very good place. Its machines are also excellent yet the work instead of going up is declining in the rail factory. I have mentioned it on several occasions. I read somewhere that you are making some arrangements here for North Eastern Railways and are contemplating to set up this factory in Barauni. I would urge up to make an assessment of the Izzatnagar factor also. This place is most suitable one and will help you solve many of your problems.

I have constally been saying one thing that on leader of any political party wants to come here as all the trains arrive and leave Bareilly railway station at night. All the trains are available at 2-3 O'clock at night and Dehli bound trains also arrive at 3'O clock in the morning. I had made two-three suggestions in this regard. I urge you to agree upon to at least one. A train should be started at Bareilly at 9 P.M. Before you become Railway Minister, two trains were introduced from this place. Bareilly is very important place for Muslims and a train called - Alla Hazrat Express was introduced to Ajmer, once in a week, on Wednesday. However, this train did not suit the local people because local Muslim people want to reach Ajmer on Friday. I would earnestly request you to increase its frequency to twice or thrice a week. You will get enough passengers for this trains. You should also change its timings. You fulfilled one of very long standing demands by introducing the Dadar Express. It is available once in a week. The same rake first goes to Ajmer and then to Dadar. I am sure that increase in the frequency will not result in loss. Please look into this matter.

A Sadbhavana Train goes from Lucknow via Chandaury causing great inconvenience to the passengers going to Bareilly as they have to get down at Moradabad. If this train goes via Bareilly then there is no problem. At present, that train passes at night. The Shramjivi Express has got its last stoppage at Bareilly but due to restriction of 250 Kms. tickets for Bareilly are not given. I urge you to give relaxation in the restriction for Bareilly. Bareilly is a major city. Here, reservation quota in all the trains is very low. I earnestly request you to increase the quota for Bareilly. I hope you will give a sympathetic consideration to all the suggestions/ demands made by me leaving no room for any complaints from any quarter.

05.00 hrs.

Infact, you are showing all the concern for a particular area.

SHRI RAM VILAS PASWAN : You did not suggest any project for Uttar Pradesh. Many of my friends made suggestions for the introduction of a train or construction of a rail line or gauge conversion however you did not elaborate as to which project you want for Uttar Pradesh.

SHRI SANTOSH KUMAR GANGWAR : A project has been formulate to set-up a rail coach factory in Izzatnagar, I did not want to take much of your time. Since you have aksed that is why I am telling you that a very important trains runs upto Lal kuaon Agra Fort but gauge conversion of this rail line has not been done, some difficulties are coming in its wag. I have spoken to Shri Satpal Maharaj ji, gauge conversion is being carried out on Barielly Pilibhit rail line which should be extended upto Bareilly.

SHRI RAM VILAS PASWAN : It is already upto Bareilly.

SHRI SANTOSH KUMAR GANGWAR : It has been halted midway.

SHRI RAM VILAS PASWAN : O.K. we will talk later on.

SHRI SANTOSH KUMAR GANGWAR : It should be extended upto Gonda-Maliyani. I have to make a last request to you that the track of train in which we were travelling together and which met with an accident is in a dipliated condition and doubling of this track would benefit a large number of people. This is a proposed work. I do not know how much work has been done on it. I also want that doubling of Ghaziabad rail line should be undertaken and funds should be provided for the same on priority basis.

[English]

SHRI Y.N. RUDRESHA GOWDA (Hassan) : Mr. Deputy-Speaker, Sir, thank you very much for giving me this opportunity to speak on the Railway Budget. I very strongly support this Railway Budget which has been presented by the hon. Railway Minister, Shri Ram Vilas Paswan.

There has been a proposal for fare hike of five per cent and ten per cent in respect of the sleeper class and the first class and the airconditioned class respectively in this year's Budget. Normally, ten per cent of the passengers are travelling in the sleeper and the first class coaches. Only the rich people purchase tickets for first and airconditioned classes. So, my personal opinion in this regard is that this fare hike has been reasonable and justified. Ninety per cent of the people travel in second class coaches. I think, the hon. Railway Minister has not proposed any hike in fares of second class. I would like to congratulate the hon. Railway Minister for this. There is a proposal for a 12 per cent hike in the freight rates. I think, it is a little more, but anyway he has exempted certain goods like fertilizer and some other essential commodities like rice, wheat, oil etc. I would also like to congratulate the hon. Railway Minister for this.

But according to facts and figures, 75 per cent of the goods till today are transported through road by lorries and vans. This has to come down because the cost of fuel is more and for getting fuel we also have to pay foreign exchange.

The Railway Department should concentrate more on enhancement of wagons and trains for transportation of goods. I come from the Hassan Lok Sabha constituency in Karnataka. Two new lines — one is Hassan-Bangalore via Sravana Belagola and the other is Hassan-Chikmagalur-Kadur — are included in the Budgets of 1996-97 and 1997-98. I thank the hon. Prime Minister and Hon. Railway Minister who have taken interest in sanctioning these two lines. But I would like to say that a very nominal amount is given in this Budget for these lines. An amount of hardly rupees five lakh to ten lakh is given. I urge upon the hon. Minister to provide adequate funds so that work on these two new lines can be completed.

[Shri Y.N. Rudresha Gowda]

About twenty days back, the hon. Minister of Railways, and the Prime Minister visited my constituency to inaugurate a gauge conversion project, that is, from Hassan to Holenarasapura. They inaugurated the work of conversion of metre gauge line into broad gauge line. I thank the hon. Minister for this. But the work of gauge conversion on Hassan-Mangalore line is moving at a very slow pace. One of the hon. members has also stated that this work is going very slowly. This is a very important project. People travelling from Bangalore to Mangalore have to travel by this route only. Hence, I request the Minister to provide adequate funds to this gauge conversion project, because it is from Hassan to Mangalore. In this connection I would like to mention that MRPL, which produces gas, is located at Mangalore. About 600 LPG tankers travel from Mangalore to Bangalore everyday by road. After every kilometre one tanker is seen because there is heavy traffic on the road. I request the hon. Minister to kindly have this work finished so that LPG can be carried in railway wagons.

Another thing I would like to mention is about the proposed new train from Bangalore to Delhi. The present Prime Minister is from the State of Karnataka and the number of passenger travelling between Bangalore and Delhi has increased nowadays. This train is proposed to be run once a week. Though there is already a train called Karnataka Express, I request the hon. Minister to make this Nizamuddin Express a daily train. It will be good if it is made a daily train.

Konkan Railway is a very good project. My friend has already mentioned about it. Passengers from the States of Kerala, Karnataka, Maharashtra — particularly from Goa and Mumbai — travel on this line. I, therefore, request the hon. Minister to have the work completed. It is already about to be completed. It is a very good project. If execution of work is commenced early, it would be better.

In Bangalore, a new zonal office is granted. In my constituency, Hassan which is the district headquarters, a railway station is under construction. A few days back, our hon. Prime Minister and the hon. Railway Minister, Shri Ram Vilas Paswan have laid the foundation stone for the construction of a new railway station at Hassan. On behalf of the people of my constituency, I am grateful to the hon. Prime Minister for same and I hope that it would be helpful to the poorer sections and the minorities.

I extend my strong support to the Railway Budget.

[Translation]

MR. DEPUTY SPEAKER : I would like put on record that some complaints have been receive that the orders of the hon. Minister regarding the promotions of SCs/STs are not being complied with. I would like him to look into this matter. You have kept up the old tradition by having a long discussion for which I thank you all. Today the Minister of Railways has to give his reply.

KUMARI MAMATA BANERJEE : Sir, before that Shri Chacko ji has to make one point.

[English]

SHRI P.C. CHACKO (Mukundpuram) : We have to thank the staff of the Secretariat.

[Translation]

MR. DEPUTY SPEAKER : I am just going to thank them. When the Minister of Railways will be giving his reply I am not sure whether or not. I will be in chair.

SHRI RAM VILAS PASWAN : Mr. Deputy Chairman, Sir, at what time I have to give my reply.

MR. DEPUTY SPEAKER : You have to give your reply after 2 O'clock. I would like to say a word of appreciation for the staff of the Secretariat. Some Members taking part in this debate have gone out after delivering their speeches in the House, however, the staff of the secretariat have been sitting through out the day and night. I would like to conclude with a couplet as Kumari Mamata Banerjee often mostly talks of couplets.

"Jo tar se nikali hei wah dhun sabne suni hei,
Aur jo tar pe gujari hei wah kis dil ko pata hei"

I would like to convey my sincere thanks to the staff of the Secretariat which should be put on record. Some staff members are on duty since 8 O'clock yesterday and they will be again on duty just after three hours. I again thank all.

[English]

The list of the hon. members who wanted to speak on the Railway Budget has been exhausted. The hon. Minister of Railways will reply to the debate after 2 o'clock.

The House now stands adjourned to meet again today at 11.00 a.m.

05.13 hrs.

The Lok Sabha then adjourned till Eleven of the Clock.