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Monday, August 22, 1994
Sravana 31, 1916 (Saka)

LOK SABHA DEBATES (English Version)

**Eleventh Session
(Tenth Lok Sabha)**



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LOK SABHA DEBATES

LOK SABHA

Monday, August 22, 1994/Sravana 31,
1916 (Saka)

The Lok Sabha met at Eleven of the
Clock

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

[Translation]

Issue of Passports

*381. SHRI RAMESHWAR
PATIDAR:
SHRIMATI BHAVNA
CHIKHALIA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the steps taken/being taken by the Government to speed up the issue of passports to the applicants;

(b) whether the Government have fixed any time limit in this regard;

(c) if not, the reasons therefor;

(d) whether the passport offices have strictly followed the directions in this regard; and

(e) if so, the details thereof?

[English]

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R. BHATIA): (a) Government have taken a number of steps to speed up the process of issue of passports. These include augmentation of staff strength, increase in the supply of passport booklets, introduction of an incentive scheme, upgradation of office facilities and review of systems and procedures in order to increase productivity and reduce delays.

(b) No Sir.

(c) No time limit has been fixed for issue of a passport as the time taken for issue of a passport varies from one passport office to another and it depends on several factors viz., the workload, staff strength and infrastructure facilities. The time taken for issue of passports, passport office-wise may be seen in the attached Statement.

(d) As mentioned above, no time limit has been fixed by the Government of India in this regard.

(e) Does not arise.

STATEMENT

TIME TAKEN BY EACH PASSPORT OFFICE TO ISSUE THE PASSPORT

S. No.	Office	Time taken in Dec '92	Time taken in Dec '93	Time taken as of 31.3.94	Time taken as of 29.07.94
1.	Ahmedabad	105 days	90 days	80 days	74 days
2.	Bangalore	28 days	97 days	73 days	179 days
3.	Bareilly	70 days	39 days	49 days	87 days
4.	Bhopal	40 days	44 days	79 days	73 days
5.	Bhubaneshwar	60 days	65 days	44 days	44 days
6.	Bombay	50 days	52 days	52 days	44 days
7.	Calcutta	90 days	37 days	30 days	30 days
8.	Chandigarh	270 days	320 days	291 days	306 days
9.	Cochin	180 days	56 days	48 days	35 days

Time S. No.	Time Office	Time taken in Dec '92	Time taken in Dec '93	Time taken as of 31.3.94	Time taken as of 29.07.94
10.	Delhi	70 days	45 days	24 days	21 days
11.	Goa	40 days	32 days	32 days	32 days*
12.	Guwahati	60 days	32 days	28 days	28 days*
13.	Hyderabad	80 days	41 days	45 days	85 days
14.	Jaipur	240 days	37 days	44 days	36 days
15.	Jalandhar	270 days	235 days	106 days	100 days
16.	Kozhikode	330 days	66 days	66 days	52 days
17.	Lucknow	180 days	107 days	114 days	77 days
18.	Madras	150 days	46 days	37 days	36 days
19.	Nagpur	28 days	32 days	35 days	31 days
20.	Patna	300 days	300 days	280 days	196 days

Time S No.	Time Office	Time taken in Dec '92	Time taken in Dec '93	Time taken as of 31.3.94	Time taken as of 29.07.94
21.	Trichy	300 days	57 days	50 days	31 days
22.	Trivandrum	240 days	37 days	35 days	5 days
23.	Jammu				

As on 4.2.94

[*Translation*]

SHRI RAMESHWAR PATIDAR: Mr. Speaker; Sir, now-a-days the world has constructed in a way. Today, a person sips morning tea in Delhi, takes lunch in Paris and enjoys dinner in America. One has to go abroad to his near and dears or for eking out livelihood or to save one's life. Today, this vedic aphorism "Vasudhiva Kutumbakam" is proving true. In fact, the world has become a family. Therefore, everyone has to go to abroad. It takes a very long time to issue passports. I read the statement of Shri Bhatia in the newspapers that the passports will be issued within 30 days. Similar statement also appeared in the 'Statesman' in which it was stated that the Government has evolved a rule, under which passport will be issued within a month. But, today we see that it takes three months to one year to issue a passport. There is always a large crowd seen in front of the Passport offices. In comparison to the figures of 1980, the number of passport applicants has now increased by 160 per cent. Whereas, there has been only 26 per cent increase in the staff. In 1992 and the last year as well, the Government had stated that about 400 persons were being added to the present strength but it has not been done so far. I would like to ask as to how many persons have been recruited and promoted during the last two years? The passports cannot be issued in time unless the staff strength is increased.

MR. SPEAKER: He has asked whether the staff has been increased or not? If not, how would the existing staff cope up with the extra workload?

SHRI R.L. BHATIA: His first point is that I had made a statement that the passports will be issued within 30 days. However, I had not made any such statement. He has mis-

understood my statement. I would like to clarify that...

SHRI ANNA JOSHI: Then you deny it...

SHRI R.L. BHATIA: You listen to me. What had appeared in the newspapers was that police verification would be got done within 30 days. Earlier, this process used to take months together. We also made a change to the effect that if the police or Home Department gets the verification done within one month, it is alright. Otherwise, we will assume that there is no need for verification and the passports will be issued. He mistook it for an assumption that the passport would be issued within one month and that is why, I wanted to clarify my statement.

Secondly, he has stated that it takes several months to issue passports. It is true to some extent. At present, there are 23 passport offices, where changes have been carried out during the last two years. The passports are issued from 19 offices and it takes maximum two months to issue a passport. Recently, special officers have been sent to the offices located in Jalandhar, Chandigarh, Bangalore and Patna to study the problems being faced by them. They are trying to remove the shortcomings prevailing there so that passports are issued at the earliest. I agree with the view that due to lack of staff, passports are not issued expeditiously. During the period 1980 to 1992, the number of passports issued were less but now their number have increased. However, during this period, no additional staff was provided. It was on our persistent requests that the Ministry of Finance agreed to provide 400 additional staff in 1992 and since then, 380 persons have joined the duty. This process, however, takes a long time. First of all, an advertisement is given. Thereafter, the Minister of Home selects the candidates and interviews them. Wherever there is any

difficulty, temporary staff is recruited and every effort is made to improve the situation.

SHRI RAMESHWAR PATIDAR: Mr. Speaker, Sir, the terrorists managed to go abroad on fake passports and come back. Similarly, the persons involved in Bombay blast case had also been frequenting the country. As per the statement of the hon. Minister if the verification is not done within 30 days then there will not be any requirement of investigation.** This has been published in the newspapers. I would like to know how the verification is done? Today, police verification has become a means of extorting money. Will the hon. Minister be pleased to state that how many cases of issuance of fake passports were detected during the last two years and what action has been taken against the persons found involved in it and out of them how many were convicted?

My another related point is that traders, students or the persons going abroad for service or marriage are issued passports on priority basis and in such cases if an officer of the level of Deputy Secretary and above verifies the application, then there is no need of police verification. I would like to know whether the Government would also consider issuing the passports on the recommendations of the Members of Parliament?

SHRI R.L. BHATIA: As the hon. Member has asked about the number of fake passports issued along with those which were cancelled and the action taken in this regard, I do not have a complete list with me. However, I will arrange to send the same. Our main objective is that the police should complete the verification within a month so that passports are not delayed. It should not happen that we have already issued the passport and later on something wrong is

detected during the verification. If such a case, the best method is to cancel the passport.

Secondly, the hon. Member has asked about the issuance of passport on priority basis. In such cases, we have provided some facilities to those people who want to leave the country immediately. This category includes such people as have got jobs abroad. In such cases, we have given clear instructions to the Passport officers to immediately issue the passports. Apart these, there are other people also who have to go abroad for treatment. They are also issued passports immediately. In the third category comes the doctors and the professors who are required to go abroad to attend a seminar or a conference. Similarly, passports are also issued to those people on priority basis who want to attend marriages in their relations abroad. Those students who have got admission abroad are also issued passports immediately. We have issued instructions to our passport officers to issue passports immediately to the applicants falling under these categories.

Thirdly, the hon. Member has asked about the delegation of authority to the Members of Parliament. The hon. Member might be remembering that while presenting the Passport Bill in the House last year, I had said that all the members had unanimously requested me not to put this burden on them as that might denigrate their position. Now, it would be better if the hon. Member consults his other colleagues and they unanimously agree on this point to enable me take necessary action. So far as the information regarding issuance of fake passports is concerned, I do not have the details with me at present but can send the same to the hon. Member later.

SHRIMATI BHAVNA CHIKHLIA: In re-

** Expunged as ordered by the Chair.

ply to my question, the hon. Minister has agreed that the process of issuing of passport should be accelerated. Today, every person seeking a passport is facing lot of difficulties. Leave aside making of a new passport which is very difficult to get, people have to face lot of difficulties even in getting a new name or a new page added in the passport. Everybody knows it and feels so.

Sir, through you, I would like to tell the hon. Minister that after the completion of police verification, passports are sent by registered post to the concerned persons. But it has been mostly found that these get lost in the transit. It is evident from the fact that thousands of passports are getting lost in the transit in Jammu and Kashmir and the terrorists are managing to flee the country on fake visas. I would like to know the line of action likely to be taken by the Government to deliver the passports personally instead of sending them by post.

My second question is that the passport fee has been increased to Rs. 2500. Whether the Government has ever thought that this hike in fee is an effective deterrent to check the smuggling of passports? Rs. 2500 is negligible for a smuggler. He can easily pay Rs. 25,000 for it. Secondly, whether the Government have chalked out any programme for the poor people seeking employment in foreign countries?

SHRI R.L. BHATIA: The hon. Member has raised two questions. Her first question is about sending passports by post. I would like to tell her that there is no harm in sending it by post because it has rather proved beneficial.

In view of what an hon. Member said just now that many bogus passports are made in the country, we have decided that in response to an application for passport

received for the first time, we will send the passport by post at the residence of the applicant. You will be happy to know that with this strategy, 20 per cent passports of bogus applicants come back to passport offices. So, this process has helped us. It was one of the measures taken by me with regard to issuance of passports because many travel agents usually resorted to some bunglings in it. They greased the palms of passport officers and extorted money from people for passports. In order to stop this practice, it is the only way of making passports properly available to the applicants. Therefore, I said that this process has helped me.

Then, you asked why have we raised the fee to Rs. 2500. It is the fee for the lost passports because the smugglers and militants who went abroad tore their passports and applied for a new one which was legal document with them. We have proposed to raise the fee for Rs. 2500 in order to check that.

There is another dimension of it. We face many difficulties when somebody's passport is lost because we have to send messages to all passport offices by registered post within the country and abroad that so and so person has lost his passport and no unauthorised person should take advantage of it. This intimation is sent by registered post. Apart from this there are other expenses involved. It puts an additional burden of work on our Missions. Therefore, in view of all that, fee of Rs. 2500 is not exorbitant. More fee is charged in other countries.

[*English*]

SHRI BIJOY KRISHNA HANDIQU (Jorhat): Mr. Speaker Sir, the passport applicants from Nagaland and Mizoram in the

North East are subjected to double check up, one by the local police and then by the Home Ministry. This results in an inordinate delay and ultimately cancellation of foreign visits by the applicants since delay defeats the purpose.

In order to expedite the disposal of the applications, may I know from the hon. Minister, whether the Government would examine the possibility of conducting both the screenings simultaneously, if such double screening is necessary at all, so that the delay may be cut down and the feeling of discrimination that afflicts the minds of the people of these two States can be allayed?

SHRI R.L. BHATIA: This area is covered by Assam and in Assam, there is not much delay in issuing the passports. But with regard to the inconvenience which the hon. Member has mentioned, I would say, it is a fact that the Home Ministry does take necessary care to check up as to whether the applicant is a genuine person or not. But it does not concern my office. I will certainly convey this to the Home Ministry to see that an expeditious enquiry is made so that I may be in a position to issue the passport.

[*Translation*]

SHRI HARI KISHORE SINGH: Mr. Speaker, Sir, a fee is charged for making passports and the Government may increase it at will but I would like to know whether the hon. Minister will make arrangements for issuing passports within the scheduled time and give assurance that the applicants will be issued passports within 2-3 months time fixed for the purpose as no need of police verification is felt if it is not conducted within one month. The Government may increase the fee or the strength of the staff as per requirement but in the absence of the fixed time schedule, the

people and the Members of Parliament face many difficulties and the latter have in this connection many times written to the hon. Minister and met him. Therefore, will the hon. Minister give some consideration to it?

SHRI R.L. BHATIA: Mr. Speaker, Sir, I would like to state the action we have taken for issuing passports expeditiously. Firstly, we have made passport valid for 10 years rather than 5 years so that people do not have to queue before passports offices after every 5 years.

Secondly, travelling agent system has been done away with because they submitted the applications, got passports made and retained them till a deal was struck with the applicant....(*Interruptions*)

SHRI DAU DAYAL JOSHI (Kota): It is still in vogue. It is a common practice in Rajasthan.

SHRI R.L. BHATIA: We neither recognise them nor issue passports to them. Anybody can go to a passport office but as I said earlier passport will be sent by mail at the residence of the first applicant. Travelling agents have moved the court in order to get this decision amended and the case is going on.

Secondly, we have requisitioned 400 personnel more. The Finance Ministry has considered it and more than 300 people have come. The rest are coming. Thirdly, we have deputed temporary staff at pressure points to clear the passports. We have also been benefited by giving incentives to staff who expeditiously issue passports with treating 1992 as base. Besides, some businessmen frequently visit foreign countries and their passport validity-time expires. We are going to issue a Jumbo passport to them on which a decision is still pending. It will con-

tain many pages and they do not have to visit the passport offices frequently. Besides, we propose to open new passport offices. One has been opened at Jammu and the other is under consideration for Kerala—another pressure point—admitting the largest number of passport applications. Many Members have proposed one office to be opened at Mangalore. We will discuss it thoroughly and take a decision.

Another reason for delay, which has since been corrected is that we do not get all passport copies for Nasik. In 1992, we have received 40,3,496 applications from Security Press Office of Nasik but they did not give us as many copies. Similarly, we had received 24,72,428 applications in 1992 and out of them we issued 22,60,425 passports. In 1993, we held a meeting with them and they decided that they will augment it, procure more machinery and increase the number. The position was very good in 1993. At that time, we received 21,86,925 applications and issued 27,9,280 passports. This is greatest hurdle that how can we issue passports if we do not have sufficient copies of passports... *(Interruptions)*... I will mention the problem and its solution. Please try to listen to me. There was a backlog in 1992 because we did not have sufficient copies of passport. The backlog is being cleared by 1994. They have decided to supply us more copies. We have indented for 40 lakh copies but they could not supply more than 31 lakh copies in 1993. The position has still worsened in 1994. They are supplying us 2.5 lakh copies per month which is very less. Therefore, we will hold a meeting with them and ask them to give us as many more copies as possible to avoid delay.

Besides, we have computerised the process in Bombay, Delhi and Bangalore. All offices will be computerised by the end of 1995 and the problem of late pass solved to

a great extent.

SHRI ATAL BIHARI VAJPAYEE: Every citizen has a right to acquire passport. People aspiring to visit abroad should be encouraged except where security questions are involved. But, Mr. Speaker, Sir, the problem is that the Ministry of Foreign Affairs issued passports though Home Ministry has also a role to play in it. The revenue accruing as passport fee, which has now increased, goes to the consolidated fund of India. Permission of the Ministry of External Affairs is a must for running passport offices, issuing passports expeditiously and making use of that money.

I visited many passport Offices. There is no room to stand there, no space for keeping old files, no sufficient staff. The travel agencies will not stop functioning merely by your saying that you do not recognise them. The touts are on their job. The villagers who want to go abroad as labourers, there is nobody to guide them as to how to fill up their passport forms properly. They have to visit passport office very frequently. This situation is very grave passport office is understaffed. The staff working there have not got their due promotions. However, what incentive they are getting for their work?

Mr. Speaker, Sir, I do not have right to refer to the Standing Committee but we have submitted a comprehensive report regarding passports. When we negotiated with the officers they revealed that they have to rush to the Ministry of Finance for every issue. The money is deposited in the Consolidated Fund of India and the Ministry of Finance is always in search of an opportunity to earn profit. Issuing of passports is not a means of earning profit. Proper arrangement should be made there so that people may resolve their problems immedi-

ately. But there is no such arrangement there. The passport office is the only office in the Ministry of External Affairs which deals with the cause of common citizen.

Many irregularities have been committed by Lucknow passport office. On my going there CBI conducted a raid and fake passports were recovered from the drawer of the table of an officer there. Shri Bhatiaji, what is all this mess? It is not proper I request the Government to take steps in this connection and the Hon. Members of Parliament should be consulted and asked as to what are the complaints against their regional passport offices and how can these be redressed?

SHRI R.L. BHATIA: Shri Vajpayeeji has rightly stated that the fee so collected for passports is deposited in the Consolidated Fund of India. We are taking action to meet our requirement. The posts of 400 persons required therefor have been sanctioned. Moreover, provision has been made to appoint persons on daily wages. It has yielded some good results also. Moreover, we have received your report I have gone through it and it is alright. We are looking into it.

You referred to Lucknow Passport Office. So, there are such things. We have referred many cases to the C.B.I. Constantly, I am sending senior officers from here to check different offices whether there is any shortage of staff or funds or whether the staff is not functioning there properly. By checking all these things we are bringing improvement therein. Whatever complaints we have received either from Hon. Members or from outside, we have sent all these cases for enquiry. Action has been taken against three persons during the last year only and remaining cases are still under the consideration of C.B.I. I assure you that the Government will take strict action as per the

judgements given thereon.

SHRI MOHAMMAD YUNUS SALEEM: Mr. Speaker, Sir, our colleague Hon. Shri Vajpayeeji has hinted that the Standing Committee on the Ministry of External Affairs has looked into the passport issue very deeply and our Hon. Chairman has set up a sub-committee to consider it. That Committee has called the officers and staff of the Ministry of Home Affairs and discussed the issue of issuing passport with them. I would not like to go into the details of the issue but I would like to point out that a report was circulated. In order how to check the inordinate delay harassment of people and corruption rampant in issuing passport, certain recommendations have been made in the report. I would like to know from the Hon. Minister whether he has gone through the report which has been circulated to all the Hon. Members. If not, how much time Government want to take a decision on it and when it will issue directives in this regard? Immediate provisions should be made to implement the recommendations on this report.

SHRI R.L. BHATIA: Mr. Speaker, Sir, I have already replied this question while replying to the question asked by Shri Vajpayeeji. The report has been submitted and we are going through it. We will discuss its recommendations and take action thereon accordingly.

[English]

SHRI E. AHAMED: It is gratifying to note that the delay in issuing the passports has been considerably reduced so far as the Kerala Passport Offices are concerned. The time taken was 330 days in Calicut in 1992 for issuing of a passport whereas now it has been reduced to 52. But in Cochin and Trivandrum it is 35 and 36 days respectively,

in Calicut it takes 52 days, and the largest number of applications for passports is perhaps coming actually from Calicut.

I would like to know what steps the Government would like to take so far as Kozikode (Calicut) Passport Office is concerned to reduce the delay from 55 days to 35 or 36 days like Cochin and Trivandrum.

MR. SPEAKER: That question has already been replied. You cannot make it that specific.

SHRI E. AHAMED: In one State there are three Passport Offices and they are taking three different timings. In Calicut the time taken is 52 days. In Cochin it is 35 days and in Trivandrum it is 36 days.

Secondly, in foreign countries where Indians are there, sometimes their passport will be drenched or misplaced, because it is to be entrusted to their sponsors.

MR. SPEAKER: Please put your question. I have already given half-an-hour.

SHRI E. AHAMED: The fee they are asking for renewal or replacement is very exorbitant which will be even one month's salary of that poor worker. Will the Government consider reducing it?

SHRIR.L. BHATIA: I have already made it clear that the fee which the hon. Member is referring to is about the cases in which the passports have been lost. In that case, the fee is high; otherwise it is not much. I have also given the reasons why it is so.

There are three Passport Offices in Kerala. In Kozikode, which is a major collection centre, the time taken was 330 days. We have taken action and now it has been reduced to 52 days. From 330 days it has

come down to 52. In Calicut it has come down to 35 days and in Trivandrum it is 32 days. What more improvement do you expect from me? (*Interruptions*)

MR. SPEAKER: Shri Joshi, you are interrupting the House too much. Please do not do that.

[*Translation*]

Oil Rigs

*382. SHRI RAJESH KUMAR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether any proposal to charter oil rigs is under consideration of the Government;

(b) whether any global tenders have been invited in this regard;

(c) if so, the number of times the tenders have been invited, the number of the tenders received and the outcome thereof; and

(d) the steps being taken to manufacture the oil rigs indigenously?

[*English*]

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) to (c). At present there are four tenders invited by ONGC and one by OIL for charter hiring of drilling and workover rigs for their onshore and offshore operations.

The four tenders of ONGC have been invited for the first time. Out of these, bids are yet to be received against two tenders and 13 bids have been received against the

other two tenders. OIL has invited the tender thrice and 8 bids were received first, 9 bids the second time and 5 bids the third time.

(d) Facilities for manufacturing of oil rigs both for onshore and offshore operations already exist in the country.

[*Translation*]

SHRI RAJESH KUMAR: Mr. Speaker, Sir, through you I would like to know from the Hon. Minister the names of those foreign companies which have been awarded tenders of oil rigs during the last three years. I would also like to know the difference in the production and consumption of oil in the country since foreign countries have given tenders for oil rigs? How many projects regarding exploration of crude oil and to refine it are under consideration of the Government and what are the costs thereof? Whether there are any such projects which have lagged behind their stipulated targets?

[*English*]

CAPT. SATISH KUMAR SHARMA: Sir, the hon. Member in his supplementary question has touched the whole gamut of oil exploration and production. Briefly I would like to tell on this. The question relates to rigs. Most of the rigs which are chartered rigs — as it is related to in the question — are being secured to supplement the efforts of ONGC, Oil India Ltd., and also to supplement the rigs which they already have in the enhanced exploration programme to ensure that maximum amount of work is done with the minimum amount of investment made, so that for every rig which is required we do not have to own it and block our investments. The idea is that in the next two or three years our main focus will be exploration to find new oil in the country where we have lagged behind in the last few years so

that we spend all our funds in a most sensible and effective manner. There I can assure the hon. Member that in the next two or three years our national exploration plan will ensure that maximum amount of work is carried out through our own rigs and the rigs which we are securing — chartered oil rigs — which was the recommendation of the Kaul Committee to form out the various services to outside so that ONGC and Oil India can concentrate on the core business.

So, our efforts on the exploration of the oil front will only be improving from now on and will be covering much more new areas, sea-port areas and frontier areas — some of the areas have never been covered before — to find new oil for the country in the quickest possible time.

[*Translation*]

SHRI RAJESH KUMAR: Mr. Speaker, Sir, my question was as to what are the names of those multi-national companies. But the Hon. Minister has not replied in this regard. In my supplementary question I had asked about the justification in awarding the tenders to multi-national companies while by doing so oil is not being supplied up to the mark.

My second supplementary is whether the Government propose to set up a special task force to manufacture oil rigs indigenously.

[*English*]

CAPT. SATISH KUMAR SHARMA: Sir, there are two parts in this question. The first part of the question concerns the multinational companies and other companies who have bidden for these rigs. There are multinational companies, domestic companies and Indian companies. These are global

tenders and everybody bids for these rigs. In fact, I can assure the hon. Member that when it comes to the Indian companies, they get 15 per cent price preference, that means if the offshore rigs have been manufactured by BHEL and supplied to ONGC and Oil India Ltd., they get the price preference. In the past, the offshore jack-up rigs are manufactured by Mazagon Docks as well as in the Hindustan Shipyard besides other companies. These Indian companies for offshore rigs and onshore rigs get 15 per cent price preference. If the hon. Member is interested in the list of all the companies who have applied in all these four cases, I can certainly supply the whole list to the hon. Member.

The other part of the question relates to the companies who had bidden for these rigs. They are, Aban Loyd Chiles Ltd., Ambership Management Pvt. Ltd., Sedco Forex Intl., Paramount Offshore Ltd., Jindal Drig. and Ind. Ltd., Aban Loyd Chiles Ltd., Hitech Drilling Services, Dual Offshore Ltd., Great Atwood Ltd., and Essar Gujarat Ltd. So, there are all kinds of companies which bid for these offshore and on-shore rigs.

The other part of the question relates to crude production and the situation in the country. I have mentioned this earlier also before the House and I would like to inform the House that we have our lowest production levels. In 1992-93, from a peak of 34 million tonnes, we have come down to around 27 million tonnes.

But I am glad to inform the House that starting this year, our production is going to go up by five million tonnes a year. Next year it will be ten million tonnes more and in 1996-97, it will be fifteen million tonnes more. So, that is the situation on the production front.

SHRI SYED SHAHABUDDIN (Kishanganj): Mr. Speaker, Sir, the hon. Minister has stated that he has invited international bids and has received them. I recall that in the case of Bombay High, it took us nearly ten years to decide whether to purchase a rig or to charter a rig, and finally which one. So, I hope that the same sort of delay will not take place now because that leads to loss of production. Therefore, my question to the hon. Minister is: When does he think that these bids are likely to be finalised and transformed into actual positioning of the rigs where they are required? Secondly, the hon. Minister has stated that there is an indigenous manufacturing capacity. But obviously it is not sufficient because otherwise we would not be chartering oil rigs from outside. So, I would like to know from the hon. Minister whether he has set a target date by which India shall be self-sufficient as far as oil rigs are concerned.

CAPT. SATISH KUMAR SHARMA: Sir, as regards the first part of the hon. Member's question regarding the time frame for taking a decision on the bids which have been received, I would like to share, through you, with the hon. Members that this has nothing to do with the Bombay High or the Bombay Offshore... (*Interruptions*).

SHRI SYED SHAHABUDDIN: That was cited only as an example of the delay.

CAPT. SATISH KUMAR SHARMA: Sir, I would like to share with the hon. Members that the issue which is important here is that it is understood in its true perspective. As I mentioned earlier, the enhanced exploration programme would obviously require more rigs. We have a fixed time frame of three years. In three years we plan to do a fixed quantum of job. So, obviously we cannot afford any delay in the decision-

making process. I will not tolerate any delay by ONGC or the Oil India on this front because it will affect our whole exploration plan.

SHRI SYED SHAHABUDDIN: Sir, the Minister has not given the target date as to when does he hope to finalise it.

CAPT. SATISHKUMARSHARMA: Well, Sir, all these bids which have been received are under consideration. No decision has been taken on any of these bids. They are being examined and evaluated. I can only assure the hon. Member that without any unnecessary delay, in the quickest time frame, we shall see that these companies decide on these rigs.

MR. SPEAKER: Question No. 383 - Shri Lalit Oraon....(*Interruptions*)

[*Translation*]

Power Generation

*383. SHRI LALIT ORAON: Will the Minister of POWER be pleased to state:

(a) whether the generation of thermal power has been increasing in comparison to the generation of hydel power;

(b) if so, the reasons therefor;

(c) the percentage of thermal and hydel generation at the end of Sixth Plan, Seventh Plan and the projected generation by the end of the Eighth Plan; and

(d) the measures proposed to be taken to increase the hydel generation?

[*English*]

THE MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI P.V. RANGAYYA NAIDU): (a) to (d). A **Statement** is laid on the Table of the House.

STATEMENT

(a) Yes, Sir.

(b) The main reasons for addition of more thermal capacity as compared to hydro capacity are:—

- (i) Long gestation period of hydro projects,
- (ii) Problems relating to environmental issues, land acquisition and rehabilitation & resettlement,
- (iii) Inter-State disputes on sharing of water.

(c) Thermal and Hydro generation in capacity terms at the end of the terminal years of the 6th, 7th Five Year Plans, two Annual Plans, first two years of 8th Five Year Plan and the projected capacity addition during 8th Plan are given in the Annexure.

(d) The measures taken include — creation of Central/Joint Sector Corporations like NHPC, NEEPCO, NJPC and THDC: providing funds for hydro projects through external assistance like World Bank, OECF and bilateral agreements: preparation of a shelf of hydro projects and enhancing the financial limits of the State Governments for investment decision. And now Special efforts are also being made to attract private investment in hydro power sector.

THERMAL & HYDRO INSTALLED CAPACITY IN MW

Plan/Year	Thermal		Hydro	
	MW	% of Total	MW	% of Total
VI Plan (As on 31.3.85)	27030	63	14460	34
VII Plan (As on 31.3.90)	43417	69	18308	29
Annual Plan (1990-91) (As on 31.3.91)	45766	69	18753	28
Annual Plan (1991-92) (As on 31.3.92)	48096	69	19189	28
VIII Plan (As on 31.3.93)	50745	70	19569	27
(As on 31.3.94)	54347	70.8	20366	26.6
Anticipated Capacity addition during VIII Plan	15057.50	70.9	3864.7	26.07

[Translation]

SHRI LALIT ORAON: Mr. Speaker, Sir, the Hon. Minister has pointed out in his reply to part 'B' of the question that the long question period of hydro-power projects, problems relating to environmental issues, land acquisition, rehabilitation and resettlement and inter-State disputes on sharing of water come in the way of speedy execution of hydro-electric projects. This much he has been said in the reply given to part 'B' of the question. He also mentioned in his reply that special efforts are also being made to attract private investment in hydro-power sector. My question is whether the Government envisage that the problems narrated by him will be resolved if the Private Sectors are assigned the job?

[English]

SHRI P.V. RANGAYYA NAIDU: Mr. Speaker, Sir, we have given the various reasons that are coming in the way of speedy execution of these hydro electric projects. One of the steps to be taken to speed up the execution is to offer these projects to private sector. It is not the only suggestion or the only solution. The problems are there in respect of some projects and some other projects could be cleared from all angles and kept ready for private investment. The State Governments have already been told to take appropriate action and the Government of Himachal Pradesh is already planning to hand over one project — BASPA — to private sector. Similarly, the State Governments may after getting all the clearances — offer these projects to private sector for implementation... (Interruptions)

MR. SPEAKER: The Member wants to know, "by giving it to the private sector would you be able to increase the hydro power generation capacity".

SHRI P.V. RANGAYYA NAIDU: Yes, Sir. That is the idea.

MR. SPEAKER: That is the idea. But will you be able to increase the hydel capacity?

SHRI P.V. RANGAYYA NAIDU: One of the steps to be taken is to hand over some of these projects to private sector. We hope that when the private sector comes in a large scale we will be able to increase the hydel capacity. ... (Interruptions)

MR. SPEAKER: The Minister is not certain about it.

THE MINISTER OF POWER (SHRI N.K.P. SALVE): Sir, I may supplement. What my colleagues has stated is that we have given certain answers as to why the growth in thermal capacity is not commensurate with that of the hydel capacity. We have given three reasons, namely, (i) long gestation period of hydro projects; (ii) problems relating to environmental issues, land acquisition and rehabilitation and resettlement; and (iii) Inter-State disputes on sharing of water. His question is, would these three difficulties be eliminated if the projects are given to private sector.

Sir, induction of private sector would not eliminate all these three aspects of the matter. It only supplements the resources... (Interruptions)

I hope, Sir, there is certainty in what I have said.

MR. SPEAKER: At least, not in my mind.

SHRI N.K.P. SALVE: I am grateful to you, Sir. The main question that was asked is whether the generation of thermal power has been increasing in comparison to the

generation of hydel power; if so, the reasons therefor.

Now, we have stated three main reasons for addition of more thermal capacity as compared to the hydel capacity. These are three inherent difficulties in putting hydel as compared to thermal. These difficulties do not exist to the same extent in thermal projects. Now, one of the reasons we have stated in the end is that special efforts are also being made to attract private investment in hydro power sector. I have not stated that these three difficulties will be eliminated if the private sector is brought in. In answer to part (d) we have stated that as an additional information.

[*Translation*]

SHRI LALIT ORAON: Mr. Speaker, Sir, my first question has not been replied satisfactorily. My second question is what Government have decided so far to resolve the problems relating to land acquisition, rehabilitation and resettlement as mentioned in his reply?

[*English*]

SHRI N.K.P. SALVE: Sir, in answer to part (d) of the question we have stated the measures proposed to be taken to increase the hydel generation. We have given the specific answer.

The measures taken include — creation of Central and Joint Sector Corporations like NHPC, NEEPCO, NJPC and THDC; providing funds for hydro projects through external assistance like World Bank, OECF and bilateral agreements; preparation of a shelf of hydro projects and enhancing the financial limits of the State Governments for investment decision. And now special efforts are also being made to attract private

investment in hydro power sector.

SHRI D. VENKATESWARA RAO: Sir, the present generation capacity of hydro and thermal power stations is about 76,000 MWs in the country. The Eighth Plan envisages an additional power generation of about 48,000 MWs. What measures has the Government taken to supplement this? Only an amount of Rs. 70,000 crore was allocated during the Eighth Plan whereas the requirement is around Rs. 2,00,000 crore. The estimated cost of a megawatt of thermal power generation is around Rs. 2 crore to Rs. 3 crore. Some States are resorting to pay an estimated cost of Rs. 6.5 crore to produce one megawatt of power through the private sector. In respect of Krishnapatnam in Andhra Pradesh, an amount of Rs. 6,500 crore has been estimated for the generation of 1,000 MWs of power and this has been allotted to the private sector. I would like to know whether the Government would enquire into this matter and bring down the cost of the production.

SHRI P.V. RANGAYYA NAIDU: Mr. Speaker, Sir, it is estimated that at the end of the Eighth Five Year Plan, the total capacity of power generation in this country will be in the order of 88,872 MWs including hydel, thermal and nuclear. It is a fact that the requirements are much more which will be in the order of about 1,20,000 MWs. It is expected that there will be a gap of 30,000 MWs to 32,000 MWs between the supply and demand. We are making efforts to bridge this gap by bringing in additional investment from outside, by improving the plant load factor in the existing plants, by reducing the transmission and distribution losses and by taking up energy efficiency methods. This gap between the demand and supply is likely to persist for some more years, but efforts are being made to bridge this gap as much as possible.

With regard to his second supplementary regarding Krishnapatnam, we have not yet received the detailed project report from the State Government and as such I cannot comment on it. As and when it comes, it will be duly examined by the Central Electricity Authority and we will take appropriate action.

[*Translation*]

SHRI NITISH KUMAR: Mr. Speaker, Sir, in his reply the Hon. Minister has rightly mentioned that problems relating to environmental clearance, land acquisition, rehabilitation and resettlement come in the way of hydro-power generation. All these things of the Government and owing to these reasons many hydro-power projects are delayed for long time. Due to this many projects are lying pending. What measures Government propose to take to avoid delay in the execution of these projects?

There is one vital point in it that the ratio of the hydro-power and thermal power generation should be 70:30. But from the figures given here it appears that the hydro-power generation has constantly been coming down after the Sixth Five Year Plan and it has fallen to 26 per cent. Taking this position into consideration, what measures Government propose to take to avoid this delay? Many environmentalists have suggested to set up mini hydel projects in place of big ones. Does the Government propose to set up mini hydro-power plants to increase the hydro-power generation?

[*English*]

SHRI P.V. RANGAYYA NAIDU: Mr. Speaker, Sir, it is a fact that some of the projects are held up for want of various types of clearances particularly Environmental and Forest clearance. It is, as you all know very

well, the policy of the Government to see that whenever any project is constructed, it does not affect the environment in that area adversely. It is a very important factor and we cannot overlook that. So, the Ministry of Environment is examining these projects very carefully and they are suggesting certain corrective steps also. So, it is not as though this has reached an impasse. The State Governments have to take such steps as the Environment Ministry would like them to take to avoid subsequent adverse effects. Even the World Bank and other funding agencies also sometimes will not fund the projects unless the environment clearance is given to the project. Most of them are State projects. We are also pursuing the matter with the Ministry of Environment and Forests to expedite the clearance.

The other thing is rehabilitation and relief. That also is being tackled by the State Governments and that will also be solved soon and the projects will be started. Some of the projects are also on-going projects. It is not as though they have not taken care off but some of the problems are persisting.

Bailadila Mines

*384. SHRI INDRAJIT GUPTA:
SHRI V. SREENIVASA
PRASAD:

Will the Minister of STEEL be pleased to state:

(a) whether attention of the Government has been drawn to the news-report appearing in the 'Business Standard', New Delhi, dated July 23, 1994 under the caption "Bailadila mine to be sold to Essar or Nippon Denro";

(b) if so, the details of the proposed joint sector project for the development of the

Bailadila mines;

(c) whether such a venture is contrary to the interests of the NMDC employees;

(d) if so, the steps taken by the Government to protect the interests of the workers; and

(e) the reasons for the privatisation of the Bailadila mines?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) to (e). A **Statement** is laid on the Table of the House.

STATEMENT

(a) Yes, Sir.

(b) The National Mineral Development Corporation Limited (NMDC) is presently operating two iron ore mining projects in the Bailadila sector of Madhya Pradesh. The current production of iron ore from these mines is around 9 million tonnes. A number of new iron & steel units are under implementation and the demand for iron ore, particularly from the sponge iron sector, is expected to increase rapidly. NMDC therefore identified two new iron ore mining projects for development in the Bailadila sector, one of which is Deposit 11-B.

The Iron ore available at Bailadila Iron Ore Deposit 11-B is reportedly best suited for production of sponge iron in gas-based plants. It is therefore proposed to take up development of Deposit 11-B as a joint venture of the National Mineral Development Corporation Limited (NMDC), with one of the private sector entrepreneurs who are operating or setting up a gas-based sponge iron plant in the country and who already have an assurance from NMDC to meet a

substantial part of the plant's requirement of iron ore.

(c) and (d). Development of Deposit 11-B through a Joint Venture company would not result in any reduction in the existing strength of NMDC employees or in any way affect the terms and conditions of their employment.

(e) The reasons why development of Deposit 11-B is proposed to be taken up through a Joint Venture company have been explained in answer to part (b) above.

SHRI INDRAJIT GUPTA: I have gone through the statement which has been laid very carefully. It creates a confusion between the proposed new gas-based steel plants to be set up and the iron-ore mines which are to supply the ore for these plants.

My question relates to what the Government is proposing to do in the NMDC mines at Bailadila. Mines Deposit 11B which is proposed to be privatised and which is under the NMDC at the moment is reputedly having the best quality, the highest quality iron-ore which is available and I think the hon. Minister will not deny the fact that the NMDC, among the public sector projects, has been one of the most successful. It is giving an annual dividend of about 20 per cent to the Government. Its performance has been excellent. It is generally exceeding the targets of production which have been fixed for it and the NMDC is in a position to supply them extra iron-ore which is required to feed these new private sector plants which the hon. Minister has talked about.

If they are setting up private sector sponge iron plants, that is a different matter. My question does not relate to that at the moment. My question is why the iron-ore which is going to be required by those plants, cannot be supplied by these Bailadila

mines which are having plenty of ore, plenty of good production, very good performance and all that. Why do they propose to privatise the mines also along with the plants which are to be set up?

SHRI SONTOSH MOHANDEV: I agree with whatever the hon. Member has said about NMDC that it is one of the best public sector organisations and it earning profit and giving dividend. Of course, this year the profit has gone down because the international price in iron has gone down and, that is why, it has made a profit of Rs. 70 crores this year against a profit last year of Rs. 84 crores. NMDC is now running three iron-ore mines, Nos. 5, 11C and 14. We are now thinking to have three more mines, 11B, 11A and 10. So, keeping the commitment of the NMDC and the funds available, we have decided to give 11A and 10 to NMDC and to bring in 11B, a joint sector partner along with NMDC, from the private sector. The Government's new industrial policy now is that the captive mines should be given to those who are starting new industries. There is nothing to cast aspersion on NMDC. NMDC has got, according to its position of funds, more than its commitment.

There is a commitment of Rs. 1024 crores for NMDC. For the Bailadila 10/11A Project, they need Rs. 447 crores and for the ARKI Limestone Project, they will need Rs. 280 crores and like that there are various projects. All these projects are there totalling about Rs. 1024 crores.

A question was asked as to why it is given to the joint sector. In the past also — before the new Industrial Policy — in the case of IISCO, Sir Biren Mukherjee was given a captive mine. In respect of TISCO, a coal and iron-ore mine was given. It is not due to the new Policy. In the past also, the Government has given the coal mines to

private sector. I fully agree with you. I assure the hon. Member one thing. We are not, at any point of time, starving the NMDC of their work. According to the funds available with them, they will be fully absorbed to take up the various mines. They are also taking up a mine in Karnataka where there is a demand from Chinese Government for iron-ore. In the joint sector, with a Chinese firm, they are trying to explore it. A fear has been expressed by the trade union. I have already assured the hon. Member Shri Indrajit Gupta that whatever points the hon. Members have raised, I will go into them. I will call them before a final decision is taken. I shall also see that their grievances are also met. I give the assurance that they will not be starved of any work. The tribal people are already working in the projects. The 10/11A, mining project will give a scope for more employment. The private sector will go with the joint sector and will also give appointment to the local people. I will give that assurance.

MR. SPEAKER: Question Hour is over.

WRITTEN ANSWERS TO QUESTIONS

Indian Fishermen in Pak Jails

*385. **SHRI MOHAN RAWALE:**
SHRI CHHITUBHAI GAMIT:

Will the Minister of EXTERNAL AFFAIRS be pleased to refer to the reply given to Unstarred Question No. 688 on February 28, 1994 and state:

(a) the outcome of the efforts made to secure the release of all the 1013 Indian prisoners in Pakistani jails;

(b) the number of such prisoners who have since been released by Pakistan;

(c) whether the modalities for exchange of Indian and Pakistani fishermen have since

been worked out;

(d) if so, the details thereof;

(e) whether all the Indian fishermen and children have since been released by Pakistan; and

(f) if not, the measures taken by the Government to get them released and the results achieved so far?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA): (a) to (f). Out of the 1013 Indian nationals under detention in Pak jails as of February 28, 1994, 84 Indian prisoners have been released in the period since then. These 84 prisoners included 83 fishermen. Presently there are 50 remaining Indian fishermen in Pak custody.

Government are making sustained efforts to seek the release of these 50 Indian fishermen. The matter was raised with the Pakistan Foreign Minister by Minister of State for External Affairs Shri R.L. Bhatia in Dhaka on July 21, 1994. The modalities of release of the 50 Indian fishermen in Pak custody are under discussion through the diplomatic channels.

Calcutta and Haldia Ports

*386. SHRI BASUDEB ACHARIA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there is any proposal for dredging of Calcutta and Haldia port areas comprehensively;

(b) if so, the details thereof;

(c) whether any decision of Dredging

Corporation of India has added to the problems of these two ports;

(d) if so, the details thereof; and

(e) the steps taken or proposed to be taken to make these ports viable?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes Sir.

(b) A comprehensive scheme for improvement of draft in the estuarine reaches on the River Hooghly was formulated. It comprises 7 units of river training works and capital dredging at Balari Bar. As on date, one item namely construction of northern guidewall at Nayachara Island has been completed.

(c) and (d). No Sir.

(e) An intensive maintenance dredging at Balari Bar region has been planned by Dredging Corporation of India from the next fair season, 1994.

[*Translation*]

Pak Visas

*387. SHRI DHARMANNA MONDAYYA SADUL: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the attitude of the Government of Pakistan in issuing visas to the Indian citizens is not as liberal as that of the Indian Government in respect of Pakistani nationals;

(b) if so, the reasons therefor;

(c) whether the Union Government have brought this to the notice of Government of

Pakistan;

(d) if so, the details thereof and the response of Pakistan thereto; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA): (a) to (e). Pakistan, unfortunately, has in place a restrictive visa regime for Indian nationals which involves pre-verification of all visa applications by Indian nationals on a case by case basis.

Government regret that the recent negative measures in Pakistan's visa policy would impede travel between the two countries and reduce people-to-people contacts. Government have urged Pakistan to abide by the India-Pakistan Visa Agreement of 1974 which provides for easy travel between India and Pakistan.

Government have also suggested to Pakistan the convening of a meeting of the Sub-Commission IV of the India-Pakistan Joint Commission, which deals with visa and consular related matters. This proposal has not found favour with Pakistan so far.

Foreign Investment in FPI

*388. SHRIMATI SHEELA GAUTAM:

SHRI PHOOL CHAND VERMA:

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

(a) the details of proposals received from NRIs for setting up Food Processing Industries in the country in 1993-94, State-wise;

(b) the details of incentives being given to foreign investors for inviting foreign capital investment in the Food Processing and Fisheries sector;

(c) whether domestic entrepreneurs are also being given the same concessions as are given to foreign investors;

(d) if not, the reasons therefor; and

(e) the steps proposed to be taken by the Government to rectify this anomaly?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGOI): (a) to (e). During the year 1993-94, Government have approved 23 proposals for setting up food processing units and deep sea fishing involving NRI equity investment of Rs. 86.45, crores the State-wise details of which are as under:—

State	No. of Proposals	(Rs. in lakhs)	
		Total Proposed Investment	NRI Investment
Andhra Pradesh	6	12803	2487
Gujarat	2	2573	425
Haryana	2	558	274
Himachal Pradesh	1	3200	2500
Kerala	1	486	7
Maharashtra	4	5945	1748
Punjab	1	1070	32
Rajasthan	1	2200	400
Tamil Nadu	2	2313	220

(Rs. in lakhs)

State	No. of Proposals	Total Proposed Investment	NRI Investment
West Bengal	1	1500	2
Goa	1	2100	50
Location not specified	1	1200	500
Total	23	35948	8645

Under the new Industrial Policy of July, 1991, all food processing industries excepting for distillation and brewing of alcoholic beverages, sugar and those items reserved for small scale industries have been delicensed; and the entrepreneurs have to file only an Industrial Entrepreneurs Memorandum. Most food processing industries have been placed in the high priority list. Automatic approval for foreign equity participation upto 51% of those high priority areas are allowed. Higher foreign equity investments are also permitted subject to scrutiny of a high powered board and approval by the Empowered Committee. Automatic approval for upto 100% equity is also permitted for investment by Non-Resident Indians and Overseas Corporate Bodies predominantly owned by NRIs. Various fiscal concessions provided by the government for processed food products, raw-materials, packaging materials capital goods etc. for this industry are available to both domestic and foreign investors.

Membership of ASEAN and ARF

*389. SHRI RABI RAY:
DR. Y S RAJASEKHAR
REDDY:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether India is actively seeking membership of the ASEAN and the newly constituted ASEAN Regional Forum (ARF);

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

(c) whether these issues were discussed at the recent meeting of the ASEAN at Bangkok;

(d) if so, the outcome thereof;

(e) the likely gains to India from the membership of the ASEAN and the ARF, separately; and

(f) the broad outcome of the recent meeting of ARF attended by Foreign Ministers from 18 nations at Bangkok?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA): (a) India is not seeking membership of the ASEAN. We have indicated our interest to be associated with the ASEAN Regional Forum.

(b) to (d). The general response to our interest has been encouraging. The issue of expansion of membership of the ARF has, however, not been discussed so far.

(e) The question of India's membership of the ASEAN does not arise, as it does not belong geographically to South-East Asia. Currently, we are a Sectoral Dialogue Partner of ASEAN that would enable us to enhance our cooperation with the ASEAN countries, as a group in specific areas.

As a country neighbouring South East Asia, India is concerned with political and security issues of the region and is, therefore, interested in participating in the ARF deliberations.

(f) During the recent ARF meeting in Bangkok, discussions focussed on the current political and security situation in the Asia Pacific region. The meeting also welcomed the continuation of US-DPRK negotiations and endorsed the early resumption of inter-Korean dialogue.

LPG Distributors

*390. SHRI GOVINDA CHANDRA MUNDA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of domestic LPG distributors against whom Indian Oil Corporation has taken action for alleged malpractices during the last three years, State-wise;

(b) the number of gas agencies out of them suspended/cancelled, State-wise;

(c) the number of cases out of them

which are under investigation by the vigilance department, State-wise; and

(d) the time by which the pending cases are likely to be disposed of?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) and (b). A Statement is attached.

(c) None, Sir.

(d) Does not arise.

STATEMENT

1991-92, 1992-93 AND 1993-94

Sl. No.	Name of State	Number of LPG distributorships against whom IOC initiated action for malpractices/irregularities	Number of LPG distributorships suspended/terminated
1.	Andhra Pradesh	6	-
2.	Arunachal Pradesh	-	-
3.	Assam	1	-
4.	Bihar	5	-
5.	Goa	-	5
6.	Gujarat	38	5
7.	Haryana	17	8
8.	Himachal Pradesh	4	1

Sl. No.	Name of State	Number of LPG distributorships against whom IOC initiated action for malpractices/irregularities	Number of LPG distributorships suspended/terminated
9.	Jammu & Kashmir	-	-
10.	Karnataka	5	3
11.	Kerala	3	3
12.	Madhya Pradesh	18	3
13.	Maharashtra	3	-
14.	Manipur	-	-
15.	Meghalaya	-	-
16.	Mizoram	-	-
17.	Nagaland	1	-
18.	Orissa	-	-

Sl. No.	Name of State	Number of LPG distributorships against whom IOC initiated action for malpractices/irregularities	Number of LPG distributorships suspended/terminated
19.	Punjab	10	1
20.	Rajasthan	8	1
21.	Sikkim	-	-
22.	Tamilnadu	2	-
23.	Tripura	-	-
24.	Uttar Pradesh	34	7
25.	West Bengal	3	1
	<u>Union Territories</u>		
1.	Chandigarh	1	1
2.	Dadra & Nagar Haveli	-	-

Sl. No.	Name of State	Number of LPG distributorships against whom IOC initiated action for malpractices/irregularities	Number of LPG distributorships suspended/terminated
3.	Delhi	38	2
4.	Daman & Diu	-	-
5.	Lakshadweep	-	-
6.	Pondicherry	-	-
7.	Andaman & Nicobar	-	-

Oil Pool Account

*391. SHRIMATI GIRIJA DEVI:
SHRI BHUBANESHWAR
PRASAD MEHTA:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether a huge loss has been registered in Oil Pool Account;

(b) if so, the outstanding amount to be paid to oil producing companies and oil refineries at present; and

(c) the measures proposed to be taken to check the increasing loss in Oil Pool Account?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) and (b). The cumulative deficit in the Oil Pool Account as on 31.3.94 is Rs. 5050 crores and is payable to the oil companies.

(c) The position of Oil Pool Account is constantly monitored and reviewed for corrective action whenever considered necessary.

[English]

Pak Resolution in UNGA

*392. SHRI SHRAVAN KUMAR
PATEL:
MAJ. GEN. (RETD.) BHUWAN
CHANDRA KHANDURI:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether attention of the Govern-

ment has been drawn to the news-item appearing in the 'Tribune' dated July 12, 1994 regarding Pakistan sending ambassadorial teams to different countries to mobilise support for its proposed resolution on Kashmir in the forthcoming session of the UN General Assembly; and

(b) if so, the details thereof and the reaction of the Government to counter such moves of Pakistan?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA): (a) Yes, Sir.

(b) Pakistan has in the recent months deputed to foreign countries several delegations comprising parliamentarians, political leaders, publicists, etc. as part of its campaign to agitate J&K issue internationally.

Government during the course of Ministerial, official and diplomatic exchanges with other countries have and will continue to apprise them of the true facts regarding the situation in J&K, of Pakistan's support to subversion and terrorism directed against India and of our commitment to settle all differences with Pakistan peacefully and through bilateral negotiations within the framework of the Simla Agreement.

Fishing by MNCs

*393. PROF. UMMAREDDY
VENKATESWARLU:
SHRIMATI SAROJ DUBEY:

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

(a) whether attention of the Government has been drawn to the news report appearing in 'Indian Express' dated July 23, 1994 under the caption "India opens its

coasts to fishing MNCs despite fears”;

(b) if so, whether opening of country's coast to MNCs will affect the Nation's marine ecological balance;

(c) if so, whether the Government propose to restrict the entry of MNCs in this area; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGOI): (a) Yes, Sir.

(b) to (d). No multinational companies and foreign companies have been allowed to fish in the Indian Exclusive Economic Zone (EEZ). However, a number of Indian Cos. have been permitted to set up joint ventures in deep sea fishing in collaboration with foreign fishing companies by acquisition of vessels through purchase/lease. The present exploitation of fishery resources from the Indian EEZ is about 2.6 million tonnes as against the estimated potential resources of 3.9 million tonnes. Therefore, there is no fear of over-exploitation of the

marine fishery resources and disturbance to the marine ecological balance.

Petroleum Products

*394. DR. K.V.R. CHOWDARY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the percentage demand for petroleum and petroleum products met by indigenous production during the last three years, year-wise;

(b) the projections for the same till 2001 AD; and

(c) the steps taken or proposed to be taken for the conservation of Petroleum products to meet the demands of the country?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) The percentage of crude oil and petroleum products met by indigenous production during the last three years was as under:

<i>Year</i>	<i>Crude Oil</i>	<i>Petroleum Products</i>
1991-92	59.0	87.0
1992-93	50.4	87.7
1993-94*	49.8	86.5

*Provisional

(b) The indigenous production of crude oil assessed upto 1996-97, the terminal year of VIIIth Five Year Plan is 44.46 MMT and the demand for petroleum products is estimated at 79.37 MMT. The percentage of

product demand to be met by indigenous product availability would depend upon the actual materialisation of demand and the commissioning of additional/new refining capacity etc.

(c) Various measures, including mass awareness campaigns, training and education, promoting use of fuel efficient devices etc. are being pursued to promote conservation of petroleum products.

Inland Waterways

*395. SHRI SHARAD DIGHE: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the main observations in strategy report prepared by the Inland Waterways Authority of India;

(b) whether major works of the Inland Waterways Authority of India are suffering due to limited financial outlays; and

(c) if so, the steps taken or proposed to be taken to make available adequate funds for the purpose?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) The salient features of the IWAI for development of inland waterways are as follows:

- (i) Declaration of 4 more new National Waterways, such as the river Godavari, the waterways in Goa, the international steamer route in Sunderbans and the river Barak, subject to their techno-economic viability during the 8th Plan period.
- (ii) Development of already declared National Waterways viz. the Ganga (Allahabad to Haldia - 1620 Kms.), the Brahmaputra (Dhubri to Sadiya - 891 Kms.) and the West Coast Canal [Kollam to Kottapuram (168 Kms.)

alongwith Champakara Canal (14 Kms.) and Udyogmandal Canal (23 Kms.)] for providing more infrastructural facilities, such as terminals with mechanised cargo handling facilities, pilotage etc., in addition to improvement in the existing terminal/fairway facilities.

- (iii) Strengthening of the field offices with adequate technical staff and equipments.

(b) and (c). The Inland Waterways Authority of India is taking up the schemes/works, based on the financial outlays made available in the Annual Plans, which generally depends on the previous year's expenditure/budget outlay. The reasons for not planning major works was not only the fund allocation, but the non-availability of adequate technical manpower. However, the Mid-Term Review proposal for the 8th Five Year Plan, the need for allocation of more funds has been indicated. The proposals for sanctioning more staff are also under active consideration.

Air Taxi Operators

*396. SHRI HARIN PATHAK: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether all the air taxi operators have fulfilled their commitments pertaining to payment of fuel prices;

(b) if not, the details of defaulters and total loss suffered by the Government on this account; and

(c) the action taken or proposed to be taken against the defaulters?

THE MINISTER OF STATE OF THE
MINISTRY OF PETROLEUM AND NATU-
RAL GAS (CAPT. SATISH KUMAR
SHARMA): (a) No, Sir.

(b) and (c). The details of defaulters, the
total outstanding amount on this account
and the action taken/proposed to be taken
against the defaulters are given below:

Sl. No.	Name of the Defaulting Air Taxi Operator	Amount Outstanding	Action Taken
1	2	3	4
INDIAN OIL CORPORATION LTD.			
1.	East West Airlines	Rs. 1955 Lakhs (as on 11-8-1994)	Efforts are being made to bring down the outstanding to the approved credit limit of Rs. 10 Crores
2.	City Link Airways	Rs. 38.94 Lakhs	The party stopped operation from 15-6-1993. The Delhi High Court has passed a consent decree that the customs authorities should deposit this amount from the refund amount payable to City Link Airways. This has been disputed by the customs authorities and is pending in the High Court
3.	Raj Air	Rs. 20 Lakhs	The party has suspended its operations with effect from 25-6-1994. They have given an undertaking to settle the entire amount in one month

Sl. No.	Name of the Defaulting Air Taxi Operator	Amount Outstanding	Action Taken
1	2	3	4
BHARAT PETROLEUM CORPORATION LTD.			
4.	Continental Aviation Pvt. Ltd.	Rs. 12,89,131	A winding up petition has been filed in the Jabalpur High Court for the recovery of the dues
5.	City Link Airways Ltd.	Rs. 14,13,862	The hearing of the winding up petition filed in the Delhi High Court for the recovery of the dues is in progress
6.	Raj Aviation Pvt. Ltd.	Rs. 3,94,269	The party has agreed to clear the outstanding amount by 8-9-1994

Sl. No.	Name of the Defaulting Air Taxi Operator	Amount Outstanding	Action Taken
1	2	3	4
HINDUSTAN PETROLEUM CORPORATION LTD.			
7.	East West Airlines	Rs. 106 Lakhs	The party has furnished a bank guarantee. An early payment of the amount along with the interest on delayed payment is given

The total outstanding amount on account of the defaulting Air Taxi Operators is Rs. 21,50,91,262.

[*Translation*]

Sick Steel Plants

*397. PROF. PREM DHUMAL: Will the Minister of STEEL be pleased to state:

(a) whether many steel plants in the country are turning sick;

(b) if so, the reasons therefor; and

(c) the steps proposed to be taken by the Government to revitalise these units?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) and (b). In India, steel is produced by primary producers and secondary producers. Amongst the secondary steel units, there are at present 181 Electric Arc Furnace (EAF) units. These units are primarily in the private sector. The EAF industry was established in the early 70's, and is characterised by a predominance of small sized furnaces which are not able to adopt modern technological features. Coupled with this, labour, financial and managerial problems faced by these units led to the closure of a number of units over a period of time, and as on 30.6.1994, 85 units were reported to be closed. In addition, their recent performance has been adversely affected by the sharp rise in the international prices of scrap, which constitutes their basic raw material, and other factors like high power tariff, demand recession etc.

(c) Government has reduced the import duty on steel melting scrap from 12.5% to 5% to improve the performance of the EAF units. In addition, State Governments have been advised to consider supplying uninterrupted power to these units, at concessional rates. Furthermore, measures like increased allocation in the 1994-95 Budget to sectors

like rural development, infrastructure etc., reduction in project import duty from 35% to 25%, extension of Modvat to capital goods, reduction of interest rate by 1% are expected to improve the performance of steel plants.

Shipping Corporation of India

*398. SHRI RAM PRASAD SINGH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the performance of the Shipping Corporation of India in comparison to other shipping companies of East Asia and South East Asia during the last three years;

(b) whether any scheme has been drawn to carry goods and passengers abroad by Indian ships;

(c) whether there is any proposal to promote private investment in shipping sector;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) No detailed study has been carried out with regard to the performance of Shipping Corporation of India in comparison to other shipping companies of East Asia and South East Asia. However, Shipping Corporation of India's performance is comparable to some of the select Japanese Shipping Companies.

(b) Transportation of goods on International Sea Routes is already open to the private Indian shipping companies as well as public sector Shipping Companies. These companies have been carrying cargoes to

various overseas destinations. At present, no Indian lines are operating passenger services from India to Overseas Ports.

(c) and (d). Government have taken various measures to promote private investment in shipping sector. These include:

1. Automatic approval is now given for:
 - (a) Acquisition of all categories of ships except crude tankers and Offshore Supply Vessels by Private Shipowning Companies.
 - (b) Acquisition of ship from an Indian Shipyard; and
 - (c) Acquisition for replacement tonnage.
2. Shipping Companies have been allowed to retain sale proceeds of their ships abroad and utilise them for fresh acquisition.
3. Shipping Companies have been given freedom to time charter out Indian ships to foreign shipping companies.
4. Shipping Companies are allowed to acquire vessels through bare boat charter-cum-demise method.
5. Quarterly Block Allocation Scheme for repair of ships has been dispensed with entirely and Reserve Bank of India now releases foreign exchange for ship repair/dry docking and spares for imported capital goods without any value limit.
6. Freight charges on account of

movement of fertilizer and Petroleum products are now allowed to be paid in convertible currency on par with other commodities.

7. Certain Sections of Merchant Shipping Act were considered by foreign lenders as impediments to the enforcement of the rights of lenders in case of loan defaults and consequent requirement of foreclosure of the mortgage. These sections have now been amended to facilitate Indian Shipping Companies to raise external commercial borrowing for ship acquisition from abroad.

(e) Does not arise.

Steel Production

*399. DR. MAHADEEPAK SINGH SHAKYA: Will the Minister of STEEL be pleased to state:

(a) whether saleable steel is manufactured by both the major and the mini steel plants;

(b) if so, the average rate of steel production by the major and the mini steel plants;

(c) the total quantum of steel produced by the major and mini plants from 1990-91 to 1993-94; year-wise;

(d) whether the annual percentage increase in production in the mini plants is less than that of major plants; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE

MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) to (c). Yes, Sir. Saleable Steel is produced by both Main Producers (Integrated Steel Plants) and Secondary Producers (Electric Arc Furnace Units/In-

duction Furnace Units). The Production of carbon saleable steel by the Main and Secondary Producers and their percentage share in total production during 1990-91 to 1993-94 was as under:

(In Million Tonnes)

1993-94

1992-93

1991-92

1990-91

MAIN PRODUCERS

Production	11.98	11.33	10.58	9.33
Percentage share in total	81.6%	77.0%	75.7%	70.7%

SECONDARY PRODUCERS

Production	2.70	3.38	3.40	3.86
Percentage share	18.4%	23.0%	24.3%	29.3%

TOTAL PRODUCTION:

	14.68	14.71	13.98	13.19
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(d) and (e). During 1990-91 to 1993-94, while the production by Main producers increased, the production by Secondary producers showed a decline. The annual

percentage increase/decrease in the production of Main and Secondary Producers was as under:

	1991-92	1992-93	1993-94
Main Producers	(+) 13.3%	(+) 7.1%	(+) 5.7%
Secondary Producers	(-) 11.9%	(-) 0.7%	(-) 20%

Study on Wastage of Fruits and Vegetables

*400. SHRI GUMAN MAL LODHA: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the production of fruits and vegetables in the country has increased since the end of the Seventh Five Year Plan;

(b) if so, the percentage increase in production over the last two years;

(c) whether the average percentage of wastage of fruits and vegetables has also increased proportionately; and

(d) if so, the remedial measures taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGOI): (a) Yes, Sir.

(b) About 9%.

(c) No, Sir. The percentage utilisation of fruits and vegetables for commercial processing and manufacture of fruit and vegetable products other than sun-dried and

fried products has increased from about 0.5% in 1990-91 to about 1.1% in 1993-94. Sun-drying and frying for manufacture of fruits and vegetable products is also on the increase.

(d) With a view to reduce post harvest losses of fruits and vegetables and increase its utilisation, the Government have taken several measures which *inter alia* include assisting establishment of post harvest infrastructure like pre-cooling, ultra high humidity storages, packing, grading, proper transportation, and processing. In order to encourage larger processing of fruits and vegetables, the Government have removed excise duty on all fruits and vegetable products, allowed automatic approval for foreign equity investment upto 51%, automatic approval for technology and marketing arrangements with foreign companies on payment of technology fee upto Rs. 1 crore and royalty of 5% for domestic sale and for export upto 8%, reduced excise duties and customs duties on capital goods for fruits and vegetable processing industry, as well as refrigeration and other equipments, provided encouragement to export by making the export earning tax free for a period of five years, allowed 100% Export Oriented Units for agro food industries to sell upto 50% in Domestic Tariff Area, allowed duty conces-

sions under Export Promotion Capital Goods Scheme, allowed import of capital goods for fruits and vegetable processing industry under Open General Licence, etc. The Ministry also formulated various Plan schemes for encouraging fruits and vegetable processing industry.

[English]

Traffic Survey between Kovvur and Bhadrachalam Road

3717. SHRI RAMA KRISHNA KONATHALA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether any traffic survey has been undertaken between Kovvur and Bhadrachalam road;

(b) if so, the details thereof;

(c) whether there has been delay in implementing the findings of survey report; and

(d) if so, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (d). Constitutionally, the Government of India is primarily concerned with the roads declared as National Highways only. All roads other than National Highways are essentially the responsibility of the respective State Governments. The road segment in question in Andhra Pradesh does not fall on National Highway network and the Central Government is, therefore, not concerned in the matter.

Graphite Exploration in Kerala

3718. SHRI P.C. THOMAS: Will the

Minister of MINES be pleased to state:

(a) whether the Government have received any proposal for the setting up of graphite exploration and processing units in Kerala; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF MINES (SHRI BALRAM SINGH YADAV): (a) and (b). The information is being collected and will be laid on the Table of the House.

NPT Meet

3719. SHRI SANAT KUMAR MANDAL: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether attention of the Government has been invited to the news-item captioned "Report on NPT meet not optimistic" date-lined Washington July 17, appearing in the 'Hindustan Times', New Delhi dated July 18, 1994;

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

(c) whether the United States has also sought India's cooperation in adopting the proposed international convention on the safety of commercial nuclear power plants; and

(d) if so, the response of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA): (a) and (b). Yes Sir. Three Non Governmental Organizations — The Lawyers Alliance for World Security, The Committee for National Security and The

Washington Council on Non-Proliferation have presented their views in the report titled "Nuclear Disarmament": How Much Have the Five Nuclear Powers Promised in the Non-Proliferation Treaty? The authors of the report are not officials of the US Government.

(c) and (d). A number of countries, members of IAEA, including India and the US have been actively involved in negotiating an international Convention on Nuclear Safety since 1991. This Convention was adopted in June 1994 by a Diplomatic Conference convened by IAEA in Vienna, in which India and the US, among other countries participated. The Convention will open for signature on 20 September 1994 in Vienna.

Compensation to Immigrant Workers

3720. SHRI MANIKRAO HODLYA GAVIT: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the number of immigrant Indian workers who met with accidents while on duty abroad and were paid compensation during the last three years, year-wise and country-wise;

(b) the number of cases lying pending with the Government during the period, year-wise and country-wise; and

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

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA): (a) to (c). The information is being collected and will be placed on the Table of the House.

Petrol/Diesel and LPG Agencies in Uttar Pradesh and Bihar

3721. SHRI ARJUN SINGH YADAV: MOHAMMAD ALI ASHRAF FATMI:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Governments of Uttar Pradesh and Bihar have sent any proposals regarding opening of petrol/diesel retail depots and L.P.G. agencies in all the district headquarters of these States;

(b) if so, the present position of the proposal; and

(c) the reasons for delay in according approval to the proposal?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) No, Sir.

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

[Translation]

Wireless Telephone and Collect Call System

3722. SHRI SURENDRA PAL PATHAK: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to examine the commercial and technological feasibility of introducing wireless telephone to meet the requirement of remote areas of the country;

(b) if so, the time by which said examination work is likely to be started;

(c) if not, the reasons therefor;

(d) whether the Government propose to introduce 'collect call system' in the country; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) to (c). Sir, wireless tele-phones are already being provided to remote areas in the country through terrestrial Radio (MARR) and Satellite Communication Systems.

(d) No, Sir.

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

[English]

LPG Supply in Hilly and Backward Areas

3723. MAJ. GEN. (RETD). BHUWAN CHANDRA KHANDURI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government have any policy regarding opening of "Extension Points" for issue of LPG in hilly and backward areas;

(b) if so, the details thereof;

(c) whether the existing "Extension Points" covers all the villages within a radius of 15 to 20 kms from the point;

(d) if so, the details thereof;

(e) whether a large number of places recommended by Garhwal Mandal Vikas Nigam for opening "Extension Points" are

pending with the Government;

(f) if so, the reasons for not clearing the proposals; and

(g) by when these are likely to be approved?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) and (b). Extension points are permitted in hilly areas. There is no policy for allowing extension points in backward areas.

(c) and (d). Whereas in the hilly areas of North East, extension points are permitted to cover villages and places upto a radius of 50 Kms. from the location of the distributorship, in case of hill markets of Himachal Pradesh, Uttar Pradesh, etc., extensions are permitted to nearby locations within 15 Kms. from the main distributorship.

(e) to (g). Garhwal Mandal Vikas Nigam has made a request for setting up of a few extension points. The same is under consideration.

Export from Kudremukh

3724. SHRI S.B. SIDNAL: Will the Minister of STEEL be pleased to state:

(a) whether the Kudremukh Iron Ore Company Limited is exporting iron ore;

(b) if so, the quantity of iron ore exported during 1993-94; country-wise;

(c) the foreign exchange earned therefrom;

(d) whether the Government propose to export finished goods produced by the

KIOCL; and

concentrate and iron ore pellets to various countries.

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) Kudremukh Iron Ore Company Limited (KIOCL) exports iron ore

(b) The quantity of iron ore concentrate and iron ore pellets exported by KIOCL in 1993-94 is given in the table below, country-wise:-

(in lakh tonnes)

<i>Country</i>	<i>Concentrate</i>	<i>Pellets</i>
Japan	24.20	-
Bahrain	3.20	-
China	3.00	9.40
Iran	11.60	-
Australia	-	2.60
Turkey	-	3.00
Taiwan	-	3.50
Indonesia	-	2.70
Total:	42.00	21.20

(c) KIOCL earned foreign exchange amounting to Rs. 390.93 crores on account of the above exports.

corded permission for setting up of new oil refineries in private sector to meet the export and indigenous demand;

(d) and (e). KIOCL at present produces only iron ore concentrate and iron ore pellets.

(b) if so, the number of oil refineries set up so far or are proposed to be set up in private sector; and

Oil Refineries in Private Sector

(c) the time by which these refineries are likely to start functioning?

3725. SHRI VISHWANATH SHASTRI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR

(a) whether the Government have ac-

SHARMA): (a) and (b). Seven parties in the private sector have been granted Letters of Intent by the Government of India for setting up of oil refineries as per details given below:

Name of the Party	Proposed site for the Refinery	Capacity
1. M/s Reliance Petroleum Limited	Salaya, Jamnagar, Gujarat	9 MMTPA
2. M/s Ashok Leyland Ltd.	Daitari, Paradeep, Orissa	6 MMTPA
3. M/s Essar Investments Limited	Vadinar, Gujarat	9 MMTPA
4. M/s International Petroleum SA (BVI), Switzerland (EOU)	West Coast of Gujarat	5 MMTPA (expandable to 10 MMTPA)
5. M/s Black Gold Refineries Ltd. (EOU)	Visakhapatnam A.P.	2.5 MMTPA
6. M/s Meplac Udyog	Distt. Panchmahal Gujarat	0.5 MMTPA
7. M/s Petro Energy Products Co. India Limited (EOU)	Karaikal, Pondicherry	1.45 MMTPA

None of the above refineries have been set up so far.

(c) While no specific target dates for starting the refinery operations have been given, parties will be governed by the terms in the respective Letters of Intent.

Satellite Stations in Uttar Pradesh

3726. SHRI MANABENDRASHAH: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of satellite stations proposed to be set up in Uttar Pradesh, district-wise;

(b) whether any time bound programme has been formulated for the purpose; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) Sir, the number of Satellite stations proposed to be set up in Uttar Pradesh, district-wise are as follows:

<i>District</i>	<i>No. of satellite stations</i>
Uttarkashi	6
Chamoli	4
Dehradun	1

(b) Yes, Sir.

(c) The Satellite stations have been planned to be set up during Eighth Five Year Plan period.

Road Accidents in Delhi

3727. SHRI VIJAY NAVAL PATIL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the number of deaths caused by the road accidents in Delhi during 1993-94 and upto June, 1994;

(b) whether the Government have formulated any effective strategy to check the road accidents; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) As per information received from the Govt. of Delhi, 1745 persons died in road accidents during 1993-94 and 525 persons died upto June, 1994.

(b) and (c). The Govt. of Delhi had set up a Committee headed by Shri Ved Marwah, former Commissioner of Police, Delhi to look into the causes of road accidents in Delhi and to suggest remedial steps. The Report of the Committee is under examination by the Govt. of Delhi. However, the steps taken/being taken (by the Central Govt.) to check road accidents are given in the attached Statement.

STATEMENT

Steps taken/being taken to reduce accidents in Delhi

1. The Transport Department, Delhi has set up a Motor Driving Training School to impart driver training on scientific lines.
2. Measures have been taken to ensure strict compliance of provisions of Motor Vehicles Act with regard to issue of driving licences as well as fitness of the vehicles.
3. Refresher courses for the drivers

were started in November, 1992 and are going on. The drivers are subjected to proficiency test. Besides it, training programmes are also being run by Loss Prevention Association of India. National Association of Critical Care Medicine, (India), New Delhi has also conducted 60 one day **training** programmes for drivers at **inspection Pit**, Burari, New Delhi which were attended by about **6500** drivers.

4. The Delhi **police** have also taken following steps to check the **accidents**

- (i) Strict and rigid enforcement of traffic rules and regulations.
- (ii) Organising special drives against rash and negligent driving, driving without licence, drunken driving and red light jumping etc.
- (iii) Regular prosecution of violators by issue of notice.
- (iv) Introduction of traffic signals/blinkers in accident prone areas.
- (v) Deployment of more traffic policemen in accident prone areas.
- (vi) Special mobile checking on National Highways.
- (vii) Prosecution through most modern equipment *i.e.*

Alcometer and Radar Gun.

- (viii) Taking out mobile exhibition van to different places for refresher courses.
- (ix) Distribution of literature on road safety.

Calcutta Telephone Directory

3728. SHRI AMAL DATTA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the tenders regarding publication of Calcutta telephone directory have been processed;

(b) if so, the details thereof; and

(c) the time by which the directory is likely to be published?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) Yes, Sir.

(b) A tender was floated and opened on 10th June, 1994. M/s. Saraswati Press Ltd., Calcutta, which is a Government of West Bengal Enterprise, was selected, as the contractor being the lowest tenderer. A letter of intent awarding the work of Printing of Calcutta Telephone Directory has been issued to M/s. Saraswati Press Ltd., Calcutta.

(c) The directory is likely to be published by January 1995.

New Passport Office

3729. SHRI KODIKKUNNIL SURESH: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government propose to set up a regional passport office in Pathanamthitta district in Kerala;

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

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA): (a) No, Sir.

(b) Does not arise.

(c) Requests have been received for opening more Passport Offices in various States and Union Territories, including the State of Kerala. The opening of new Passport Offices is based on various parameters including workload and resources available. The opening of new Passport Office does not itself improve the service until the necessary infrastructure and personnel are available. The Government is, therefore, concentrating on clearing the backlog of pending applications, trying to cut down on delays in issuing passports and streamlining and simplifying procedure.

Waiting List for LPG Connections in A.P.

3730. SHRI DATTATRAYA BANDARU:
SHRI DHARMABHIKSHAM:
SHRI YELLAIAH NANDI:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of persons on the waiting list for LPG connections at present in Andhra Pradesh;

(b) the number of connections released

during each of the last two years;

(c) the target fixed for providing new LPG connections during the current year;

(d) the number of gas agencies functioning in the State at present;

(e) whether the Government have received any representation for opening of more LPG agencies at other places in the State; and

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

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) As on 1.4.1994 there were 7.55 lakh applicants in the waiting list for LPG connections in Andhra Pradesh.

(b) The number of LPG connections released during the last two years is as under:

1992-93	-	56,505
1993-94	-	1,00,836

(c) The Public Sector Oil Companies have been issued instructions to enrol 20 lakh new customers during 1994-95 throughout the country.

(d) As on 1.4.1994 there were 375 LPG distributors in Andhra Pradesh.

(e) and (f). Requests are received from time to time from different parts of the country including Andhra Pradesh. Subject to economic viability and product availability, LPG distributorships are opened at District Headquarters, and places having population of 20,000 and above in a phased

manner. Accordingly, 40 locations have been included in the current LPG Marketing Plan 1992-94 for Andhra Pradesh.

Steel Plant in Kerala

3731. SHRI MULLAPPALLY RAMACHANDRAN: Will the Minister of STEEL be pleased to state:

(a) whether the Union Government have received any proposal from the Government of Kerala for issuance of Letter of Intent to the Private Sector for setting up of steel plants;

(b) if so, the details thereof; and

(c) the name of the Private Companies recommended by the State Government?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) to (c). No proposal has been received from Government of Kerala for issuance of Letter of Intent to the private sector for the setting up of steel plants. Approval of the Union Government for Industrial Licence is required only if the project is proposed to be located within 25 kms. from the periphery of the standard urban area limits of a city having a population of more than 10 lakhs according to the 1991 census.

Food Processing in Andhra Pradesh

3732. SHRI G. GANGA REDDY: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) the details of food processing projects cleared in 1993-94 for the State of Andhra Pradesh;

(b) the projected employment genera-

tion capacity of these projects in terms of man-days; and

(c) the export potential of these food processing projects?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGOI): (a) Nineteen proposals (11 for manufacture of Fruit & Vegetable Products, 5 for manufacture of beer, 2 for Consumer Industries and 1 for Fisheries Sector) have been cleared in 1993-94 for the State of Andhra Pradesh.

(b) In case of Fruits & Vegetables Processing Sector, the estimated direct employment in those units will be 1767 persons. For other units, the direct employment is expected to be about 650 persons.

(c) It is expected that export worth about Rs. 136.5 crores is likely over a period of 5 years in respect of Fruit & Vegetable products. For other units Export worth about Rs. 300 crores are also expected in five years.

Petrol and Diesel Outlets in Andhra Pradesh

3733. SHRI DHARMABHIKSHAM: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the procedure adopted and the number of petrol and diesel outlets sanctioned during 1993-94 in Andhra Pradesh; and

(b) the number of outlets sanctioned without adopting the prescribed procedure?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) and (b). During 1993-94, oil

marketing companies have issued Letters of Intent for 42 petrol/diesel retail outlets in Andhra Pradesh. Of these, 36 retail outlets have been decided through the Oil Selection Board and six retail outlets have been allotted by the Government under discretionary powers on compassionate grounds.

[Translation]

New Branch P.O. in Gujarat

3734. SHRI MÁHESH KANODIA: Will the Minister of COMMUNICATIONS be pleased to state the number of new branch post offices sanctioned and actually opened in Gujarat during 1993-94?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): 15 branch post offices were sanctioned and opened in Gujarat during the year 1993-94.

[English]

Production of Crude Oil and Natural Gas in Arunachal Pradesh and Assam

3735. SHRI DWARAKA NATH DAS: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the steps Oil India Limited (OIL) is taking to improve production of crude oil and natural gas in their fields in Arunachal Pradesh and Assam;

(b) the number of sick or abandoned wells in these areas;

(c) the funds earmarked by OIL for oil exploration activities in these areas;

(d) whether OIL has decided to engage

private parties for carrying out such operations in addition to their own efforts; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) Steps taken by Oil India Ltd. to improve production of crude oil include:

- (i) Prioritisation of drilling to more productive fields.
- (ii) Reduction in cycle-time of drilling.
- (iii) Continuous optimisation of gas lift performance.
- (iv) Stepping up pressure maintenance schemes, etc.

(b) As on 30.6.94, the OIL's number of sick wells and abandoned wells was 55 and 62 respectively, in Assam and Arunachal Pradesh.

(c) The amount earmarked for exploration by OIL in Assam and Arunachal Pradesh for the period 1994-95 to 1996-97 is about Rs. 297 crores.

(d) and (e). A few exploration blocks in and around OIL's concession areas in Assam and Arunachal Pradesh have been offered in the 5th, 6th, and 7th Rounds of bidding.

Private Couriers

3736. SHRI RAM NAIK: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have decided to permit the private couriers to accept

and deliver "letters";

(b) if so, the reasons therefor;

(c) whether any deficiencies of the postal service have been identified; and

(d) if so, the steps taken/proposed to remove these deficiencies before permitting private couriers to accept and deliver "letters"?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) No Sir.

(b) Does not arise, Sir.

(c) Some of the major deficiencies of the Postal Service at present are;

- (i) lack of technological inputs,
- (ii) comparatively low productivity due to lack of technology, and
- (iii) lack of customer orientation.

(d) Action is being taken to remove these deficiencies as far as possible to make the Postal Services an efficient instrument of Public Service.

[*Translation*]

Petrol/Diesel Outlets in Madhya Pradesh

3737. SHRI KHELAN RAM JANGDE: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of retail outlets of petrol and diesel proposed to be opened in Madhya

Pradesh during 1994-95;

(b) whether the Government propose to provide more LPG agencies and retail outlets of petrol and diesel in the State; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) to (c). 102 retail outlet dealerships and 54 LPG distributorships have been included in the current Marketing Plans for Madhya Pradesh. Selection of dealers/distributors is underway through OSB (M.P.). It takes about 1-2 years for commissioning of the dealerships/distributorships after issue of advertisement. R.O. Marketing Plan beyond 1988-93 and LPG Marketing Plan beyond 1992-94 have not been finalised.

Lime Stone in Madhya Pradesh

3738. SHRI SHIVRAJ SINGH CHAUHAN: Will the Minister of MINES be pleased to state:

(a) the estimated limestone resources in Madhya Pradesh; and

(b) the quantity of limestone exploited in the State during the last three years, year-wise?

THE MINISTER OF STATE OF THE MINISTRY OF MINES (SHRI BALRAM SINGH YADAV): (a) As on 1.4.1990, the total estimated limestone reserves in Madhya Pradesh are 9,449,985,000 tonnes.

(b) The total quantity of limestone exploited in Madhya Pradesh during the last three years is as follows:

(Figures in thousand tonnes)

1991-92	1992-93	1993-94
20674	20535	23883

Raids on Petrol Pumps in Haryana

3739. SHRI VILAS MUTTEMWAR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether raids were conducted on some petrol pumps in Haryana recently;

(b) if so, the outcome of the raids; and

(c) the number of petrol pumps raided during each of the last three years and the action taken against them?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) to (c). The information is being collected and will be laid on the Table of the House.

Length of Pipeline of GAIL

3740. SHRI N.J. RATHVA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Gas Authority of India Limited has completed the work of laying pipelines in Gujarat; and

(b) if not, the extent to which this work has been completed?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) and (b). Gas Authority of

India Limited have taken up the work of laying pipelines to the Glass Industries in Dabka, Gujarat Torrent Engineering Corporation and the 18" Dia. pipeline to NTPC, Gandhar. Material procurement for the pipeline to Dabka, engineering work for the pipeline to GTEC and the laying of the pipeline for NTPC, Gandhar is in progress.

[English]

Multinational Ventures in Indian Water

3741. SHRI S.M. LALJAN BASHA: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether attention of the Government has been drawn to the news-item appearing in the 'Economic Times' dated July 30, 1994 captioned "Japan based NRI plans tuna fishing venture";

(b) whether the Government have received a joint venture proposal from Japan based NRI;

(c) if so, the details thereof;

(d) the adverse impact of allowing such large oceanic fleets in the Indian waters;

(e) whether the Government propose to lease out the EEZ to MNCs and NRIs;

(f) whether Government also propose to study the implications of the entry of multinational vessels in the EEZ; and

(g) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUNGOGOI): (a) and (b). Yes, Sir.

(c) Moon Marine India Pvt. Ltd., Calcutta, submitted an application for leasing of 60 tuna long liners of 30 Mts. overall length from Taiwan/Indonesia.

(d) to (g) There is no proposal to study the impact of operating large fleets in Indian waters at present as the present exploitation of marine fishery resources in India is about 2.6 million tonnes as against the estimated potential resources of 3.9 million tonnes. No multinational has been permitted to fish in

Indian seas although a number of Indian companies have been allowed to take up deep sea fishing projects in collaboration with foreign companies.

Post Offices in Tamil Nadu

3742. SHRI P. KUMARASAMY: Will the Minister of COMMUNICATIONS be pleased to state the number of post offices category-wise functioning in Tamil Nadu as on June 30, 1994, district-wise?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): The number of post offices category-wise functioning in Tamil Nadu as on June 30, 1994, district-wise is given in the attached Statement.

STATEMENT

NUMBER OF POST OFFICES IN TAMIL NADU,
CATEGORY-WISE AND DISTRICT-WISE AS ON 30-6-94

Sl. No.	Name of District	HO*	DSO*	EDSO***	EDBO****	Total
1.	Chengalpattu MGR	7	246	14	601	868
2.	Coimbatore	6	94	4	425	529
3.	Dharmapuri	2	70	3	560	635
4.	Dindigul Anna	3	83	14	349	449
5.	Kanya Kumari	2	73	30	264	369
6.	Kamaraja	4	106	9	243	362
7.	Madras	4	90	3	—	97
8.	Madurai	6	197	8	372	583
9.	Nagai Quidemilliath	6	198	19	506	729
10.	Nilgiris	2	57	6	116	181

I. No.	Name of District	HO*	DSO*	EDSO***	EDBO****	Total
11.	North Arcot Ambedkar	5	93	2	426	526
12.	Pasumpon Muthu- ramalinga Thevar	4	77	11	221	313
13.	Periyar	4	87	6	403	500
14.	Pudukottai	1	54	5	276	336
15.	Ramanathapuram	2	161	11	202	376
16.	Salem	5	219	1	686	911
17.	South Arcot Ambedkar	3	112	5	379	499
18.	Thanjavur	5	117	10	414	546
19.	Tiruchirapalli	6	201	16	880	1053
20.	Tirunelveli Katta Bomman	5	159	27	407	598
21.	Tiruvannmalai					

I. No.	Name of District	HO*	DSO*	EDSO***	EDBO****	Total
	Samburayar	2	69	—	406	477
22.	Villupuram Rama Swami-Padayachar	4	102	3	622	731
23.	Chidambaram	4	92	17	310	423
	Total	92	2,757	224	9,018	12,091

* Head Post Office

** Departmental Sub-Post Office

*** Extra Departmental Sub-Post Office

**** Extra Departmental Branch Post Office

Production of Crude Oil

3743. SHRI KABINDRA PURKAYASTHA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the production of crude oil has been stagnant during the last 2-3 years;

(b) if so, the details thereof;

(c) whether some of the major projects relating to oil production are likely to be completed soon;

(d) if so, the details thereof and the estimated projected production on their completion; and

(e) the measures taken for the completion of these projects within the stipulated time?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) and (b). The indigenous production of crude oil during the last three years 1991-92, 1992-93 and 1993-94 was 30.35 million tonnes, 26.95 million tonnes and 27.02 million tonnes, respectively.

(c) and (d). ONGC's projects for additional development of L-II and L-III in Bombay High field and South Heera Phase-I and Phase-II are expected to be commissioned by April, 1995.

The target for crude oil production during 1994-95 has been fixed at about 32.30 million tonnes. The indigenous production of crude oil is expected to go upto 38.37 million

tonnes in 1995-96 and 44.45 million tonnes in 1996-97.

(e) The progress of project implementation is closely monitored both by ONGC and by the Government.

World Bank Report on SEBs

3744. SHRI SYED SHAHABUDDIN: Will the Minister of POWER be pleased to state:

(a) whether it is a fact that the World Bank has reviewed its lines of credit to various State Electricity Boards;

(b) brief particulars of the existing credit from the World Bank to various Electricity Boards and whether the repayment of the credit has been regular;

(c) if not, the name of the SEB's which have defaulted in this regard; and

(d) brief particulars of the proposals submitted to the World Bank by various SEB's for new credits with the present status thereof?

THE MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI P.V. RANGAYYA NAIDU): (a) to (c). The World Bank periodically reviews the progress of projects being assisted by it. Details of World Bank-aided projects in the State sector are given in the Statement. The loans have been sanctioned through the Government of India and there is no default in repayment of the loans.

(d) No new projects of SEBs have been formally submitted to the World Bank for financial assistance.

STATEMENT
DETAILS OF WORLD BANKS EXISTING CREDIT/LOAN FOR THE STATE ELECTRICITY BOARDS

Sl No.	Name of the Project/ State	Loan/Credit Amount (in Million US\$)	Remarks
CREDIT			
1.	Upper Indravati HEP Orissa	170.000	
2.	Indira Sarovar HEP M.P.	9.078	
LOAN			
1.	Chandrapur TPP Maharashtra	280.000	The Bank has cancelled the undisbursed amount as on 29.7.94
2.	Kerala Power Project Kerala	156.000	The Bank has cancelled the loan amount of US \$ 30 Mill. as on 15.4.94

Sl. No.	Name of the Project/ State	Loan/Credit Amount (in Million US\$)	Remarks
3.	Karnataka Power Project-I Karnataka	69.637	Cancelled
4.	Karnataka Power Project-II Karnataka	220.000	Cancelled
5.	Maharashtra Power Project-I Maharashtra	354.000	
6.	Maharashtra Power Project-II Maharashtra	350.000	

Exchange of Enclaves with Bangladesh

3745. SHRI AMARROY PRADHAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether ratification by Parliament is necessary for the exchange of Indian enclaves in Bangladesh and Bangladesh enclaves in India;

(b) if so, the details thereof and the reasons for delay in exchange of enclaves between the two countries; and

(c) whether the Government propose to come up with the complete programme on this and the time by which this exchange of enclaves is likely to be materialised?

THE MINISTER OF STATE OF THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA): (a) and (b). Ratification of the Indo-Bangladesh Land Boundary Agreement (1974), as per the laid down procedures, is essential before effecting the exchange of enclaves between the two countries. Prior to the ratification, the land boundary demarcation needs to be completed. So far, out of the total boundary length of 4080 kms, 40.60 kms remain undemarcated due to practical difficulties.

(c) While reiterating its commitment to full implementation of the 1974 Agreement, Government has been engaged in expediting progress on this issue. It is, however, not possible to indicate a timeframe at this stage.

[Translation]

Telephone Offices in Siddhartha Nagar, U.P.

3746. SHRI RAMPAL SINGH: Will the

Minister of COMMUNICATIONS be pleased to state:

(a) the total number of telegraph offices functioning in Uttar Pradesh at present; and

(b) the locations of telegraph offices in district Siddhartha Nagar?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) The total number of telegraph offices functioning in Uttar Pradesh is 6175.

(b) The information is placed in the Statement.

STATEMENT

Locations of Telegraph Offices in District Siddhartha Nagar

-
- | | |
|-----|---------------|
| 1. | Sidharthnagar |
| 2. | Tetribazar |
| 3. | Bansi |
| 4. | Uskabazar |
| 5. | Itwa |
| 6. | Domeriaganj |
| 7. | Shohratgarh |
| 8. | Achhnehra |
| 9. | Paur Pyas |
| 10. | Daldala |
| 11. | Bangaura |
| 12. | Bayara |
-

13. Birdpur No. 12
14. Birdpur - 7
15. Birdpur - 1
16. Birdpur - 11
17. Birdpur - 13
18. Biskohar
19. Chilha
20. Chetra
21. Chhitani
22. Dhongna
23. Dhebarua
24. Hallaur
25. Jogia
26. Pannigaon
27. Kakrahwa
28. Khandsari
29. Kodra Grant
30. Kathela
31. Mithwalbazar
32. Mehdulpar

33. Malimelha Mustkhan
34. Pathra
35. Pohali
36. Sonha
37. Sonkhar
38. Sarehri Buzurg
39. Telgunia

**Telephone Connections to Gram
Panchayats in Maharashtra**

3747. DR. GUNVANT RAMBHAU SARODE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of Gram Panchayats in Maharashtra with and without telephone facility at present, district-wise; and

(b) the time by which the said facility is likely to be made available to the remaining Panchayats?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) As on 31-07-1994, the number of Gram Panchayats with and without telephone facility are 14,516 and 10,236 respectively. The district-wise details are given in the attached Statement.

(b) All the villages, including Panchayat villages, will be provided with the said facility by March, 1997 progressively subject to availability of resources.

STATEMENT

DISTRICT-WISE DETAILS OF PANCHAYAT VILLAGES IN MAHARASHTRA PROVIDED WITH AND WITHOUT TELEPHONE FACILITY AS
ON 31-07-1994

S.No.	Name of the District	Total No. of Panchayat Villages	No. of Panchayat Villages covered	
			With Telephone	Without Telephone
1.	Ahmednagar	1160	887	273
2.	Akola	936	475	461
3.	Amravati	804	538	266
4.	Aurangabad	693	394	299
5.	Beed	924	206	718
6.	Bhandara	1046	541	505
7.	Buldhana	828	444	384

S.No.	Name of the District	Total No. of Panchayat Villages	No. of Panchayat Villages covered	
			With Telephone	Without Telephone
8.	Chandrapur	804	337	467
9.	Dhule	962	620	342
10.	Gadchiroli	458	137	321
11.	Jalgaon	1062	800	262
12.	Kolhapur	913	701	212
13.	Latur	637	281	356
14.	Jalna	557	332	225
15.	Nagpur	710	705	5
16.	Nanded	1163	457	706

S.No.	Name of the District	Total No. of Panchayat Villages	No. of Panchayat Villages covered	
			With Telephone	Without Telephone
17.	Nasik	1224	997	227
18.	Osmanabad	544	247	297
19.	Parbhani	1073	418	655
20.	Pune	1177	580	597
21.	Raigad	660	552	108
22.	Ratnagiri	768	305	463
23.	Sangli	631	535	96
24.	Satara	1213	643	570
25.	Sindhudurg	388	207	187
26.	Solapur	931	666	265

S.No.	Name of the District	Total No. of Panchayat Villages	No. of Panchayat Villages covered	
			With Telephone	Without Telephone
27.	Thane	882	692	190
28.	Wardha	481	378	103
29.	Yeotmal	1123	441	682
	Total	24752	14516	10236

[English]

Communications Network in Assam

3748. SHRI PROBIN DEKA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the communication network in Assam is not functioning satisfactorily for the last few years;

(b) if so, the reasons therefor;

(c) the steps being taken to improve the operational performance of communication network in the state;

(d) whether there is any proposal to set up modern electronic communication system in the State; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) No, Sir, it is working satisfactorily.

(b) Does not arise.

(c) To improve the operational performance of communication, the following steps are being taken by the department on a regular basis:

1. Replacement of worn-out Electromechanical exchanges by Electronic ones.
 - (i) All old, life expired and unserviceable strowger (electromechanical) exchanges have been replaced except one which will be replaced during the current year.

(ii) Telex Network has been made fully electronic.

(iii) The routes on which STD is provided on openwire lines are proposed to be replaced by reliable media in phased manner.

2. External plant is being upgraded by:

(i) Replacement of worn-out telephone instruments by new ones.

(ii) Replacement of overhead alignment by underground cables.

(iii) Provision of cable ducts in big cities.

3. Computerisation of Directory enquiry and Fault complaint services in a phased manner.

4. Provision of more Public Telephones.

(d) and (e). Yes Sir. Already 92.6% of the total switching capacity in the Circle is electronic. The steps proposed for further modernisation are as follows:

1. Digital Trunk Automatic Exchanges are planned for remaining five SSA Hqrs by March 1997.
2. Optical Fibre Cable/Digital Microwave, Digital UHF are proposed for more reliable transmission media.
3. Computerised Trunk Manual

Exchanges are being proposed in replacement of existing Manual Trunk Exchanges.

4. Long Distance Telephones/Public Telephones are being provided on Single Channel VHF/Multi Access Radio Relay equipments.

Allotment to LPG Agencies/Petrol and Diesel Outlets

3749. SHRIMATIVASUNDHARA RAJE: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the quota fixed for allotment of LPG agencies and petrol/diesel agencies/outlets in each State during the Eighth Five Year Plan; and

(b) the number of such outlets and agencies proposed for Rajasthan during the Eighth Plan and the locations thereof, separately?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) and (b). The number of dealerships/distributorships included in the current marketing plans for the country and Rajasthan is given below:

<i>Plan</i>	<i>Total</i>	<i>Rajasthan</i>
RO (1988-93)	1519	115
LPG (1992-94)	623	25

Plans for the subsequent years have not been finalised.

Petrol Pumps on National Highways

3750. SHRI TARA SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the details of the recommendations/guidelines of the Indian Road Congress for the installation of petrol pumps on National Highways;

(b) the number of petrol pumps on National Highway No. 8 in New Delhi installed as per these recommendations/guidelines;

(c) the number of petrol pumps violating the rules of Indian Road Congress out of the

petrol pumps stated above; and

(d) the details of the violations committed by these petrol pumps and action taken/proposed to be taken against the owners of these petrol pumps?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) to (d). Information is being collected and will be laid on the Table of the House.

[*Translation*]

LPG Agencies in Madhya Pradesh

3751. SHRI SATYNARAYAN JATIYA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the locations in Madhya Pradesh for which advertisements have been issued during the last three years till June, 1994 inviting applications for allotment of LPG agencies; and

(b) the details of the action taken in each case, the present position about the setting up of gas agencies in the State?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) and (b). Oil Companies started inviting applications for dealerships/distributorships only after constitution of Oil Selection Board w.e.f. 1.1.1993.

In addition to the locations pending from previous Marketing Plans, 54 LPG distributorship locations have been included in the current LPG Marketing Plan 1992-94 for Madhya Pradesh, for which Oil Companies are inviting applications in a phased manner. Selection of LPG distributors is underway through OSB (M.P.). It takes about 1-2 years for commissioning of distributorships from the date of advertisement.

[English]

Book Awards to SC/ST Wards

3752. SHRI ANAND RATNA MAURYA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether book awards to outstanding school going children are being granted from Telecom, Welfare Board;

(b) if so, the number of wards benefited by the scheme during 1993 and the expenditure incurred thereon, circle-wise;

(c) the number of SC and ST employees

benefited and the percentage thereof; and

(d) the quantum of assistance given to outstanding SC/ST students?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) Yes, Sir. Book awards to outstanding school going children are being granted from Telecom Staff Welfare Board.

(b) to (d). The information is being collected from the Circles and will be laid on the Table of the House.

GSI Survey in Orissa

3753. SHRI GOPI NATH GAJAPATHI: Will the Minister of MINES be pleased to state:

(a) whether the Geological Survey of India (GSI) has conducted a geological survey of Orissa during last three years; and

(b) if so, the details of the new mineral deposits found in the state?

THE MINISTER OF STATE OF THE MINISTRY OF MINES (SHRI BALRAM SINGH YADAV): (a) and (b). Yes, Sir. During the last three years, the Geological Survey of India (GSI), carried out survey for gold in Mayurbhanj and Keonjhar districts; for Platinum Groups of Elements in Mayurbhanj, Cuttack and Balasore districts; for chromite in Cuttack, Balasore and Dhenkanal districts. Preliminary survey for diamond in the parts of Kalahandi, Bolangir, Sambalpur and Sundergarh districts and for base-metal in Sambalpur district. During survey for manganese in Sundergarh, Rayagada and Keonjhar districts; good prospects have been located in Rayagada district. A total reserve of 1935 million tonnes of coal has been estimated in Talcher and IB-

river coal fields.

Selection/Appointment of Dealers

3754. SHRI KALKA DAS: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether oil corporations obtain the NOC for commissioning of B site for the selection/appointment of dealer and thereafter the dealership agreements are got signed;

(b) whether the oil corporations are required to obtain the permission again from the Ministry for the commissioning of such dealership in respect of SKD/LDO and LPG distributorship;

(c) whether a list of pending cases/commitments is obtained by the Ministry from the oil marketing corporation at the time of forming the common dealer selection policy and framing the marketing plans;

(d) the policy regarding the revival of such dealerships, the supplies of which are suspended due to some charges of malpractices; and

(e) the number of such dealerships revived during the last three years?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) Yes, Sir.

(b) No, Sir.

(c) No list of pending cases/commitments with the dealers was called for by the Ministry at the time of framing common dealership selection policy. Locations having potential and economic viability includ-

ing those pending from previous marketing plans are included in the future marketing plans.

(d) and (e). Supplies to dealerships indulging in malpractices are suspended and suitable punitive action, as per Marketing Discipline Guidelines is taken, which includes termination of dealerships, in cases where serious offences are established. In rest of the cases supplies are resumed, subject to the dealer removing the deficiencies.

[*Translation*]

Post Offices and Telephone Connections in Bihar

3755. SHRI BHOGENDRA JHA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Jale block under Darbhanga District of Bihar has been attached with administrative district, Madhubani in regard to matters of telegrams etc.;

(b) whether various branch post offices at Bisfi block in administrative district of Madhubani have been attached with Darbhanga; and

(c) the time by which post and telephone connections of Bisfi block and telegraph and telephone connections of Jale block are likely to be attached with Madhubani and Darbhanga district respectively to remove all these difficulties?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) No, Sir. Jale block is attached to Kantaul in Darbhanga district itself.

(b) Yes Sir.

(c) (i) There is no proposal for transfer of the branch post offices in Bisfi block to administrative control of Madhubani district.

(ii) Jale is already connected to Kantaul in Darbhanga district for telegrams.

(iii) Presently, there is no telephone exchange at Bisfi. However, Bisfi is under administrative control of Madhubani district. Depending on growth of demand, a telephone exchange is proposed at Bisfi during 1995-96.

Jale is already administratively linked to Darbhanga and telephone traffic is flowing via Darbhanga.

[English]

Rural Electrification

3756. SHRI R. SURENDRA REDDY: Will the Minister of POWER be pleased to state:

(a) whether any Memorandum of Understanding (MoU) has been signed between the Rural Electrification Corporation (REC), the Ministry of Non-Conventional Energy Sources and the US based National Rural Electric Cooperative Association during the first week of August 1994; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF POWER (SHRI P.V. RANGAYYA NAIDU): (a) Yes, Sir.

(b) The Memorandum of Understand-

ing (MoU) provides for cooperation between Ministry of Non-Conventional Energy Sources, Rural Electrification Corporation and National Rural Electric Cooperative Society of USA for setting up sustainable Decentralised Power Distribution Systems. Areas of cooperation include development of closer relationship for extending technical know-how, training facilities etc., introduction of new technologies and management systems for reduction of T&D losses, efficient use of Energy, reduction in environmental degradation, use of cost-effective alternate Energy sources, and securing bilateral or multilateral assistance for programme development under the MoU.

[Translation]

Pilferage of Crude Oil from Pipelines in Gujarat

3757. SHRI CHANDRESH PATEL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government are aware of pilferage and leakage of crude oil from the Salaya-Mathura pipeline;

(b) if so, the action taken in this regard;

(c) whether the Government propose to increase the capacity of the pipeline; and

(d) if so, the existing and the proposed capacity of the pipeline?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) and (b). There have been two attempts of pilferage during 1994 but those have been unsuccessful. These instances were brought to the notice of local authorities and FIRs have been lodged.

(c) and (d). The existing as well as of the pipeline are given below:—
proposed capacity of the different sections

<i>Section</i>	<i>Existing Capacity (MMTPA)</i>	<i>Proposed Capacity (MMTPA)</i>
1. Salaya-Viramgam	12.0	20.0
2. Viramgam-Mathura	7.5	13.5
3. Viramgam-Koyali	5.0	6.5

[*English*]

Visa Problems

3758. SHRI D. VENKATESWARA
RAO:
SHRI M.V.V.S. MURTHY:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the visa problems come in the way of foreign investment;

(b) whether the Government have received any representation regarding grievances of foreign investors;

(c) if so, the details thereof;

(d) whether the Government have any proposal to simplify the procedure in this regard; and

(e) if so, the steps being taken thereon?

THE MINISTER OF STATE OF THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA): (a) and (b). The Government have not received any representation that visa problems come in the way of foreign investment, nor have the Government re-

ceived any representation regarding grievances of foreign investors on this account.

(c) to (e). Does not arise.

International Commission of Jurists

3759. SHRI SRIBALLAV
PANIGRAHI:
MAJ. GEN. (RETD.) BHUWAN
CHANDRA KHANDURI:
SHRI CHETAN P.S.
CHAUHAN:
DR. RAMESH CHAND
TOMAR:
SHRIMATI KRISHNENDRA
KAUR (DEEPA):

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government have received/obtained any report on Kashmir from the International Commission of Jurists; and

(b) if so, the findings of the Commission and the reaction of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI

SALMAN KHURSHEED): (a) and (b). Yes, Sir.

The Government have received a draft report from the International Commission of Jurists on their visit to J&K. The Government have given their preliminary comments on the draft report.

Anti-India Lobby in US

3760. SHRI RAJENDRA AGNIHOTRI:
DR. RAMESH CHAND TOMAR:
SHRI AMAR PAL SINGH:
SHRI SHRAVAN KUMAR PATEL:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether attention of the Government has been drawn to the news-item appearing in the 'Navbharat Times' dated June 25, 1994 regarding reactivation of anti-India lobby in US;

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

(c) the steps being taken by the Government to counter the briefing of Senators, Congressmen and others in position by Pak lobbyists and to counter the anti-India propaganda in the US by Pakistan?

THE MINISTER OF STATE OF THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SALMAN KHURSHEED): (a) Yes, Sir.

(b) Congressman Dan Burton's Amendment to the Appropriation Bill which sought to cut IMET funding to India on grounds of human rights violations was ruled out of

order by the Rules Committee on May 25, 1994.

(c) Indian Mission/Posts in the US are engaged in directed efforts to inform and educate American Congressmen, leaders and public opinion on issues of interest and concern to India. This is an on-going exercise to counter the motivated anti-India propaganda by pro-Pakistan elements in the US. Government's efforts are also supplemented by the law firm M/s. Raffaelli Spees, Springer and Smith and the public relations firm of Daniel J. Edelman.

Visit of US Cabinet Members

3761. SHRI P.C. CHACKO:
SHRI SULTAN SALAHUDDIN OWAIS:
SHRI M.V.V.S. MURTHY:
SHRI BOLLA BULLI RAMAIAH:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether some members of the US President's cabinet visited India during 1994;

(b) if so, the details thereof and the purpose of these visits;

(c) the outcome of each visit;

(d) whether any agreements were signed during these visits; and

(e) if so, the salient features thereof, visit-wise?

THE MINISTER OF STATE OF THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SALMAN KHURSHEED): (a) US Energy Secretary Hazel O'Leary visited India from

8-15 July, 1994.

(b) and (c). The US Energy Secretary was accompanied by a large delegation comprising officials as well as representatives of US businesses in the energy sector. She held discussions in the Ministries of Power, Coal, Non-Conventional Energy Sources, Petroleum and Natural Gas and Environment and Forests. Her programme also included a call on Prime Minister and Finance Minister, interaction with representatives of the Indian private sector and meeting with Secretary, Department of Atomic Energy, Bombay.

The US Energy Secretary's visit to India came in the wake of Prime Minister's visit to the US during which President Clinton and PM had agreed to expand the pace and scope of high-level exchanges on the full range of political, economic, commercial, scientific, technological and social issues.

(d) and (e). Four joint statements of intent were signed during the course of the visit: intent to cooperate in energy efficiency (between Ministry of Power, GOI and the US Government), intent to cooperate in fossil energy (between Ministry of Coal, GOI and the US Government), intent to cooperate in renewable energy sources (between Ministry of Non-Conventional Energy Sources, GOI and USDA), and intent to cooperate in environment enhancing energy technologies (between Ministry of Environment and Forests, GOI and US Department of Energy). In addition, a Memorandum of Understanding was signed for bilateral energy consultations, including the establishment of a Sub-Ministerial Working Group on Energy Cooperation.

US Consulate-General's Comments on West Bengal

3762. SHRI TARIT BARAN TOPDAR: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government are aware of the recent comments made by the Consulate-General of the US at Calcutta regarding economic and industrial policy of the Government of West Bengal;

(b) if so, the details thereof;

(c) whether it is within the purview of a foreign diplomat to make such comments on the internal affairs of the host country;

(d) if so, the details thereof;

(e) whether the Government have taken any steps in the matter;

(f) if so, the details thereof; and

(g) if not the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SALMAN KHURSHED): (a) and (b). Government are aware of press reports regarding comments made by the US Consul-General at Calcutta during an address to the Bengal National Chamber of Commerce and Industry on June 3, 1994. The US CG was reported as having said that West Bengal "is just not taking an aggressive role in promoting itself to compete with the rest of India". The US Consul-General reportedly advised the assembled representatives from the business community to adopt a more active role.

Government have noted the clarification.

tion issued by the US Consul-General in Calcutta on June 6, 1994 stating that he "categorically did not criticize the Government of West Bengal or any of its officials."

(c) No, Sir.

(d) Does not arise.

(e) Does not arise.

(f) Does not arise.

(g) Does not arise.

[*Translation*]

Pilferage of Iron from BSP

3763. SHRI UPENDRA NATH VERMA:
SHRI V. SREENIVASA PRASAD:
SHRI TARA SINGH:
SHRI RAMESHWAR PATIDAR:
SHRI SHIBU SOREN:

Will the Minister of STEEL be pleased to state:

(a) the quantity and value of iron stolen from the Bokaro Steel Plant during 1991-92, 1992-93 and 1993-94, year-wise;

(b) whether corruption charges have also been levelled against certain officers of the plant; and

(c) if so, the action taken against the officials found guilty?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) The information is being collected and will be laid on the Table of the House.

(b) No, Sir.

(c) Does not arise.

Pak's Foiling the Visit of Ambassadors

3764. DR. A.K. PATEL: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether attention of the Government has been drawn to the news-item appearing in 'Hindustan' dated April 28, 1994 regarding Pakistan's attempt to foil the visit of various ambassadors to Kashmir; and

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

THE MINISTER OF STATE OF THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA): (a) Yes, Sir.

(b) In pursuance of an offer made by the Government to several Heads of Missions accredited to India to facilitate a visit to J&K, a group of Ambassadors from Islamic and other countries visited J&K from 27-28 April, 1994. Government arranged the logistics. A programme of briefings and visits was arranged in consultation with the State authorities.

Government are aware of the futile attempts by certain militant elements to disrupt this visit and thereby deny the Ambassadors of the benefit of meeting a wide cross-section of people in the State.

[*English*]

ICCR

3765. SHRI SUDARSAN RAYCHAUDHURI:
DR. SUDHIR RAY:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(iii) Empanelment Advisory Committee

(a) whether it is alleged that the functioning of Indian Council for Cultural Relations is not upto the mark in comparison to the recent past; and

(b) if so, the reasons for such deterioration in functional standards and the steps being taken/proposed to be taken by the Government to improve the functioning of ICCR?

THE MINISTER OF STATE OF THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA): (a) Indian Council for Cultural Relations (ICCR) is rendering commendable work through its activities complementing India's foreign policy by building cultural relations.

As per Constitution of ICCR, the three statutory authorities are:

- (i) General Assembly
- (ii) Governing Body
- (iii) Finance Committee

The three statutory authorities at regular intervals review the functioning of the ICCR. The statutory authorities of the Council are facilitated with advice from the Advisory Committees constituted to examine and review all aspects of ICCR's activities. The Advisory Committees, constituted to assist the three statutory authorities of ICCR, are as follows:

- (i) Committee on Budget and Plan of Action
- (ii) Committee to Review ICCR Constitution

All activities of ICCR are implemented within the limits of the grant allocated by the Ministry of External Affairs. Plan of Action for each financial year is drawn in advance and the same is placed for the consideration of the statutory authorities. The Finance Committee scrutinises the proposals and places it before the Governing Body for their consideration and subsequently placed for approval of the General Assembly. Only activities contained in the approved Plan of Action are implemented. provisions are, however, made to meet *ad hoc* requests from our Missions abroad and considered for implementation in consultation with the Ministry of External Affairs as all activities must complement India's Foreign Policy.

ICCR's activities have contributed significantly in promoting international cultural relations while complementing India's Foreign Policy. In view of this, regular review of the activities of the ICCR is essential and is conducted by the statutory authorities as indicated above.

(b) Does not arise.

Deep Sea Fishing

3766. SHRI SRIKANTA JENA:
SHRIMATI GIRIJA DEVI:

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

(a) whether joint venture deep sea fishing vessels have been lying idle at the Mormugao harbours since September, 1993;

(b) if so, the reasons therefor; and

(c) the steps proposed to be taken by

the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUNGOGOI): (a) and (b). Five deep sea fishing vessels of M/s. Sarb Consulate Marine Products Ltd., New Delhi, have been lying idle at Mormugao harbour due to disputes between the Indian company and the supplier/owner of the foreign fishing vessels.

(c) Since the matter is sub-judice, no action is proposed to be taken.

Mixing of Lead into Petrol

3767. SHRI SHANKERSINH VAGHELA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the present lead content in petrol in the country and how does it compare with other developed countries;

(b) whether the developed countries have stopped mixing lead into petrol; and

(c) if so, the steps taken by the Government to stop mixing of lead in petrol in our country also?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) and (b). The present lead content in petrol is maximum 0.15 gm/litre in the four metros and in the range of 0.1 gm/1 to 0.56 gm/litre (max) at other places. As per the information available, several developed countries are marketing petrol with a maximum lead content of 0.15 gm/litre as well as unleaded petrol.

(c) Government have formulated a plan

of lead phasing in petrol for metropolitan cities. According to the plan, by December 1994, petrol supply to metros (Bombay, Delhi, Calcutta and Madras) should have a maximum lead level of 0.15 gm/litre. The supply of lowlead (0.15 gm/l max) M.S. to all four metropolitan cities has already commenced.

By December, 1977, Delhi and Bombay would be supplied with zero lead MS, whereas the rest of the country would have MS supplies of lead content not exceeding 0.15 gm/litre. However, it has been decided to introduce from April 1995, in a few selected retail outlets, supply of zero lead petrol in four metropolitan cities in order to cater to the requirement of the new vehicles which would be fitted with catalytic convertors.

Business Delegation to UAE

3768. SHRI JAGAT VIR SINGH DRONA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether any business delegation sponsored by FICCI consisting of bankers and experts in the capital market paid a visit in May 1994 to the United Arab Emirates to explore business opportunities there;

(b) if so, whether the delegation has given any report to the Government about their visit; and

(c) if so, the action taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA) (a) Yes, Sir. A FICCI business delegation visited the UAE from 25-28 May 1994, to explore business opportunities there. This was in pursuance of a decision taken during the VII Session of the Indo-

UAE Joint Commission held in New Delhi from January 4-6, 1994.

(b) and (c). We have been informed that the report is under preparation and will be submitted shortly. Further action will be taken in the light of the report.

[*Translation*]

Outstanding against P.C.O's Operators in Gujarat

3769. SHRI RATILAL VARMA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of ISD/STD PCO's in Ahmedabad and Bhavnagar districts of Gujarat;

<i>Year</i>	<i>No. of Defaulters</i>	<i>Amount</i>
1993-94	43	Rs. 10.71 Lakh
1994-95	12	Rs. 6.20 Lakh

(d) PCO's have been disconnected. Recovery is being pursued through telephone revenue inspectors and through Legal Action.

[*English*]

Missing of Keralites in Foreign Countries

3770. SHRI K. MURALEE DHARAN: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether visa misappropriation cases are often reported in newspapers;

(b) if so, the effective steps being taken

(b) whether any amount is outstanding against the operators of such PCO's for the year 1993-94 and 1994-95;

(c) if so, the details thereof; and

(d) the action taken or proposed to be taken to recover the outstanding amount?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) There are 1209 and 261 ISD/STD PCOs in Ahmedabad and Bhavnagar districts of Gujarat respectively.

(b) and (c). There is no outstanding amount in the case of Bhavnagar district. The details of outstanding amount against STD/PCO Operators in Ahmedabad district are as under:

by the Government in the matter;

(c) whether the Government have received many reports regarding cases of missing of Keralites in foreign countries; and

(d) if so, the details thereof and the steps taken/proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA): (a) and (b). Government receives, from time to time, information of instances in which valid visas issued to legitimate travellers are misused by unscrupulous elements through photo substitution in passports, change of name and personal

particulars to enable unauthorised persons to travel on these documents. When such instances are brought to Government's notice the matter is investigated by concerned authorities and, thereafter, appropriate action is taken in terms of the law.

(c) and (d). Persons from the State of Kerala regularly seek employment in Gulf countries. Government receives, from time to time, information of Indian nationals leaving the employment of their sponsors for a variety of reasons like ill treatment, long hours of work, salary below expectations and non-observance of contract provisions. Often, this leads to difficulties in regularising their continued stay and/or seeking alternative employment. In many cases, such Indian nationals prefer, for economic reasons, to stay on in the country rather than returning to India. Instances are also known where they do not communicate with their families and as a result the families consider them as missing. In all cases where intervention of the Ministry is requested, concerned Indian Mission liaises with the sponsors and local authorities to ameliorate grievances.

Baby Food

3771. SHRI UDAYSINGRAO GAIKWAD: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government have set up Milk Plants for producing baby food in the country during the last five years;

(b) if so, their locations and production capacity of each plant; and

(c) the number of persons employed in these plants?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING IN-

DUSTRIES (SHRI TARUN GOGOI): (a) Central Government does not set up the food processing industries directly.

(b) and (c). Does not arise.

[Translation]

Satellite Earth Centres

3772. SHRI SATYA DEO SINGH:
DR. RAMKRISHNA
KUSMARIA:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to set up some more Satellite Earth Centres in the country;

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

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

(d) the amount estimated to be spent thereon?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) Yes Sir.

(b) A number of Satellite Earth Centres have been planned using Multichannel Per Carrier (MCPC) Very Small Aperture Terminal (VSAT) and digital technology and their Statewise locations are given in attached Statement.

(c) These are likely to be set up during 8th Five Year Plan Period.

(d) The amount to be spent thereon is estimated at Rs. 153 crores.

STATEMENT*List of Likely Location of Satellite Earth Centres Statawise*

- | | | | | | |
|-----|--|--|-----------|---|---|
| (1) | ANDHRA | PRADESH | (9) | MAHARASHTRA | Dhedgaon,
Moolgi, Peint, Surgana. |
| | Paderu, Araku, Chintapalli, Sileru. | | | | |
| (2) | ARUNACHAL | PRADESH | (10) | MEGHALAYA | Balat, Pynursla. |
| | Kolariang, Tuting, Hayuliang,
Mechuka, Sagalee, Basar,
Mariyang, Chayengtezu,
Yingkiang, Yazali, Palin (Lumba),
Kalaktang, Pakke Kesang, Jang,
Bameng, Huri, Liromobo, Gensi,
Anelih, Hunli Kronli, Boleng, Tali,
Nyapin, Gelling, Sinja, Jengging. | | (11) | MIZORAM | Bungmun, Phaileng. |
| | | | (12) | NAGALAND | Tobu, Samatore. |
| (3) | A&N | ISLANDS | (13) | ORISSA | Baliguda, Baramba,
Narsingpur, Daityari, Tensa, Koira,
Rajnarar, Chandbali, Balasore,
Bonai, Daringibadi, Paradip. |
| | Teressa, Trinket, Little Nicobar,
Kondul. | | (14) | SIKKIM | Chunghang, Ravangla,
Soreng, Sombarie, Melli, Naya
Bazar, Rhenok, Rongli, Dentam,
Samdong, Ranapo, Singtom,
Mangan. |
| (4) | HIMACHAL | PRADESH | (15) | TAMIL | NADU |
| | Chopal, Shimla, Seoni, Dodrakwar,
Karsog, Bharmour, Killar, Nichar,
Puh, Yangthang, Moorang, Sangla,
Kaza, Udaipur, Ani, Jubbal, Rohru,
Sarkaghat. | | | Bitherkad, Cherumulli, Pandalur,
Cherampadi, Devarshola, Erumad,
Pannaikadu, K.C. Patti,
Perumpara, Perumalmai,
Thalawadi, Hasanur. | |
| (5) | JAMMU & KASHMIR | | (16) | UTTAR | PRADESH |
| | Kishtwar, Uri, Tangdar, Gurez,
Naume, Baderwah, Padam, Sona
Marg, Khelsi, Mohore, Gandoh,
Jammu, Thatri, Drass, Kotranka
(Budal), Band. | | | Puraula, Raj Garhi, Danda,
Bhatwari, Gangotri, Yamnotri,
Ukhimakth, Gupta Kashi,
Badrinath, Kedamath, Dehradun. | |
| (6) | KARNATAKA | M.M. Hills, Tumri,
Hurinahadagal, Kushtaji, Jagalur,
Kalasa. | (17) | WEST | BENGAL |
| | | | | Hingalgaraj, | Basanti, |
| (7) | MANIPUR | Tamei, Tousem. | | Patharpratima. | |
| (8) | MADHYA | PRADESH | [English] | | |
| | Bijapur, Deobhog, Bhabre,
Bhanpura, Baihar, Beohari,
Dantewada, Ramanujganj, | | | | |

Durgapur Thermal Power Plant

3773. PROF. SAVITHRI

LAKSHMANAN: Will the Minister of POWER be pleased to state:

(a) whether the Government have received any representation from Damodar Valley Corporation for financial assistance for the renovation and modernisation of Units I and II of the Durgapur Thermal Power Plant;

(b) if so, the Government's reaction thereon;

(c) whether any proposal in this regard is still pending with Power Finance Corporation Limited; and

(d) the time by which it is likely to be approved and the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI P.V. RANGAYYA NAIDU): (a) to (d). The Damodar Valley Corporation (DVC) has furnished a Feasibility Report for the rehabilitation of Units 1 & 2 of its Durgapur Thermal Plant to the Central Electricity Authority (CEA) for techno-economic clearance and to the Power Finance Corporation (PFC) for part financial assistance. The scheme can be considered by PFC for financial assistance only after CEA accords techno-economic clearance and DVC fulfils PFC's loan eligibility criteria.

[Translation]

Passport Services

3774. SHRI RAM KRIPAL YADAV: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government have received complaints regarding non-issuance of passports and unsatisfactory passport services;

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

(c) the efforts being made by the Government to improve the passport service rendered by the passport offices?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA): (a) Yes, Sir. From time to time complaints of this nature are received by Government.

(b) Statement may be seen at the attached Statement. In many cases, issue of passports is delayed for want of complete documentation and/or verification.

(c) Government have taken a number of steps to improve the functioning of passport offices, including designating a grievance officer who deals with various kinds of functioning of all the passport offices on a weekly basis. It gives instructions for improving their functioning and update the arrangements for providing better services to the general public.

STATEMENT

Year	No. of cases received	No. of cases settled	No. of cases pending
1991	752	566	186
1992	1237	463	
1993	1240	662	578

[English]

Passport Racket in Hyderabad

3775. SHRI J. CHOKKA RAO: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Regional Passport Officer, Hyderabad has unearthed any racket in issuing passports during June, 1994;

(b) if so, the details thereof; and

(c) the action taken against the officers who had given false certificates for obtaining such passports?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA): (a) to (c). Yes, Sir. Such a racket was unearthed in May, 1994. Sixty-one cases have been detected where passports have been prepared on bogus applications. CBI is investigating these cases presently. No information has come to Government's attention suggesting that any passports were issued on the basis of certificates issued by any officer. The services of the three employees suspected to be involved have been terminated.

Capacity of Refineries

3776. DR. KRUPASINDHU BHOI:
SHRI P. KUMARASAMY:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the existing refining capacity of various refineries is much below its requirements;

(b) if so, the details thereof;

(c) whether the installed capacity of all the refineries is being fully utilised at present;

(d) if not, the reasons therefor; and

(e) the measures taken or proposed to be taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) and (b). As against the projected demand of Petroleum products of about 64.1 MMT during the current year the refining capacity in the country is 53.4 MMTPA.

(c) and (d). The installed capacity of all refineries excepting Barauni Refinery is being fully utilised. The lower utilisation at Barauni Refinery is due to the lower availability of crude oil from Assam oil fields.

(e) IOC has submitted to the Government a Detailed Feasibility Report for laying a crude pipeline from Haldia to Barauni to augment the crude supplies to Barauni Refinery.

Regularisation of Employees of Rourkela Steel Plant

3777. KUMARI FRIDA TOPNO: Will the Minister of STEEL be pleased to state:

(a) whether the Government are aware of the decision of the Supreme Court regarding regularisation of the services of contract workers of Rourkela Steel Plant; and

(b) if so, the steps the Government propose to take to implement the ruling of the Supreme Court?

THE MINISTER OF STATE OF THE

MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) Yes, Sir.

(b) Steel Authority of India Limited (SAIL) has filed two separate applications, (1) for review of the Supreme Court judgement and (2) for modification of the judgement with regard to the time frame for implementation of the order and other related matters. Further action will be taken by SAIL based on the decision of the Supreme Court on these applications.

State Road Transport Undertakings

3778. PROF. ASHOK ANANDRAO DESHMUKH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the performance of State Road Transport Undertakings during each of the last three years;

(b) whether these Undertakings have been suffering losses continuously during the above period; and

(c) if so, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Based on a study on the performance of State Road Transport Undertakings by Planning Commission, the financial performance of State Road Transport Undertakings during each of the last three years is as under:

(Rs. Crores)

Item	Year		
	1991-92 Actuals	1992-93 Actuals	1993-94 Rev. Est.
1. Gross Receipts	5844	6639	7661
2. Total Expenditure	6185	6998	7946
3. Net Profit/Loss	- 341	- 359	- 285

(b) Yes Sir.

Governments.

(c) (i) Operations on uneconomic obligatory routes;

[Translation]

Post Offices

(ii) Concessions to students, physically handicapped;

3779. SHRI SANTOSH KUMAR GANGWAR:

(iii) Uneconomic fares;

SHRI LALL BABU RAI:
SHRI GIRDHARI LAL

(iv) Heavy incidence of taxes imposed by the State

BHARGAVA:
SHRI KODIKKUNNIL

SURESH:
SHRI SHIVRAJ SINGH
CHAUHAN:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of post offices functioning in rented buildings, postal circle-wise;

(b) whether the Government propose to shift these post offices in departmental buildings;

(c) if so, the places where departmental buildings have been constructed during the last three years and proposed to be constructed during 1994-95, postal circle-wise; and

(d) the amount allocated for the said purpose during each of the last three years and the current year, postal circle-wise?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) and (b). The information is being collected and will be laid on the Table of the House.

(b) Departmental buildings shall be constructed for these Post Offices according to the availability of funds, land and other resources.

(d) The information is placed at the attached Statement.

STATEMENT

FUNDS ALLOCATED FOR CONSTRUCTION OF POST OFFICE BUILDING
CIRCLE-WISE FROM 1991-92 TO 1994-95

	(in lakh Rupees)			
Circle	1991-92	1992-93	1993-94	1994-95**
1. Andhra Pradesh	109.00	113.00	230.00	100.00
2. Assam	25.65	30.00	56.00	45.00
3. Bihar	124.05	152.70	150.00	100.00
4. Delhi	36.80	35.00	70.00	70.00
5. Gujarat	198.40	170.00	390.00	100.00
6. Haryana	61.75	101.60	45.00	75.00
7. Himachal Pradesh	36.00	53.35	108.00	20.00
8. Jammu & Kashmir	51.00	25.00	5.00	10.00
9. Karnataka	168.70	120.00	90.00	80.00
10. Kerala	115.50	120.00	100.00	100.00

(in lakh Rupees)

1994-95**

1993-94

1992-93

1991-92

Circle

11.	Madhya Pradesh	97.20	80.00	80.00	75.00
12.	Maharashtra	135.00	295.00	400.00	300.00
13.	North East	44.10	35.84	70.00	75.00
14.	Orissa	126.15	140.00	170.00	60.00
15.	Punjab	85.50	55.00	34.00	30.00
16.	Rajasthan	54.60	105.00	187.00	100.00
17.	Tamil Nadu	108.80	78.51	110.00	70.00
18.	Uttar Pradesh	166.05	110.00	150.00	40.00
19.	West Bengal	185.25	180.00	150.00	90.00
Total		1929.50	2000.00	2595.00	1540.00

** Allotment at the BE stage.

T.A.C.'s in Maharashtra

3780. SHRI VILASRAO NAGNATHRAO GUNDEWAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the regions in Maharashtra in which telephone advisory committees have been constituted;

(b) the regions in which these committees are yet to be constituted;

(c) whether local representatives are also consulted at the time of constitution of these committees; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) Telecom/Telephone Advisory Committees have been constituted for Maharashtra State and Telephone Districts viz. Goa, Nagpur, Bombay, Kolhapur, Nasik, Kalyan, Sholapur and Ahmednagar.

(b) Telephone Advisory Committees are yet to be constituted for Jalgaon and Pune.

(c) and (d). Representations from, various local bodies and public men are received by the office of Minister of State for Communications. These alongwith the recommendations received from the Chief General Manager of concerned Circle are taken into consideration while forming the Telecom/Telephone Advisory Committees.

Consumer Courts

3781. SHRI LALL BABU RAI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the consumer courts have

passed any judgements against the telephone services in Delhi and Bombay;

(b) if so, the details thereof; and

(c) the reaction of the Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) and (b). No, Sir. The consumer courts have not passed any judgement against the telephone services in Delhi and Bombay. The consumer courts (forums), however, have given verdict in some individual cases relating to excess metering and faulty telephones.

(c) Does not arise, in view of reply to (a) and (b) above.

New Telephone Exchanges in West Bengal

3782. SHRI BIR SINGH MAHATO: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to set up new telephone exchanges in West Bengal;

(b) if so, the details thereof with location and capacity of each exchange; and

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

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) Yes, Sir.

(b) As given in the attached Statement.

(c) These exchanges are likely to be commissioned during 1994-95.

STATEMENT I

LOCATIONS AND CAPACITIES OF NEW TELEPHONE EXCHANGES
PLANNED FOR WEST BENGAL DURING 1994-95

S.No.	District	Name of Exchange	Capacity
1.	Calcutta	Telecom Factory	2000 Lines
2.	"	Circus	6000 "
3.	"	Belurmath	3000 "
4.	"	Lake Town	5000 "
5.	"	Jadav Pur	6000 "
6.	"	Kasba	3000 "
7.	"	Baishnabghata	2000 "
8.	"	Uluberia	400 "

S.No.	District	Name of Exchange	Capacity
9.	"	Birati	2000 "
10.	"	Jessore Road	3000 "
11.	"	Garden Reach	2000 "
12.	"	Amtala	1000 "
13.	"	Baghbazar	20000 "
14.	"	Joka	2000 "
15.	Bankura	Joyrambati	56 "
16.	"	Maliara	56 "
17.	"	Moynapur	56 "
18.	"	Kamalpur	56 "

No	District	Name of Exchange	Capacity
19.	Birbhum	Margram	56 "
20.	"	Joydeb	56 "
21.	"	Amdaha	56 "
22.	Burdwan	Palla Road	56 "
23.	"	Bardighi	88 "
24.	"	Rasulpur	88 "
25.	Jalpaiguri	Tapurhat	56 "
26.	"	Panchkaiguri	56 "
27.	Nadia	Nagar Ukhra	88 "
28.	Malda	Bangitola	88 "

S.No.	District	Name of Exchange	Capacity
29.	"	Mehedipur	56 "
30.	"	Batlahat	56 "
31.	24-Parganas (N)	Bhangar	56 "
32.	"	Rajorhat (Bishnupur)	56 "
33.	"	Swarupnagar	56 "
34.	24-Parganas (S)	Bakkhali	88 "
35.	Darjeeling	Shaktigarh	2000 "

LPG Facility in Villages

3783. SHRI GAYA PRASAD KORI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government propose to provide LPG facility to the villages linked with cities;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) to (c). Due to restricted availability of the product, there is no proposal at present to provide LPG facility to the villages including those linked with cities in general.

[English]

Barauni Oil Refinery

3784. SHRI SURYA NARAYAN SINGH:
SHRI RAM PRASAD SINGH:
SHRI SULTAN SALAHUDDIN
OWAISI:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the capacity of Barauni Oil Refinery has been underutilised for the last three years;

(b) if so, the factors responsible therefor and the estimated loss suffered as a result thereof?

(c) whether the expansion plan of the Bongaigaon refinery will further affect on the production of petroleum products of Barauni refinery; and

(d) if so, the steps the Government propose to take to ensure sufficient supply of crude oil to Barauni Refinery and to achieve full utilisation of its installed capacity?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) and (b). Installed capacity of Barauni Refinery is 3.3 MMTPA. However, in view of inadequate supplies of crude oil from Assam, during 1991-92, 1992-93 and 1993-94, actual crude process has been 2.262, 2.287 and 2.222 Million Tonnes respectively. Since the entire crude produced in North-East has been processed, the question of loss on this account does not arise.

(c) No, Sir.

(d) IOC has submitted a Detailed Feasibility Report to lay a crude oil pipeline from Haldia to Barauni to the Government recently which is being processed for obtaining necessary investment approval.

Credit given by SAIL

3785. SHRI DILEEPBHAI SANGHANI: Will the Minister of STEEL be pleased to state:

(a) the total credit given by the Steel Authority of India Limited to industrialists during 1992-93 and 1993-94, year-wise;

(b) the name of such firms;

(c) the total amount of this credit recovered by the SAIL, so far;

(d) the name of the defaulting firms; and

(e) the action being taken/proposed to be taken by the Government against such firms?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) The total credit given by Steel Authority of India Limited (SAIL) during 1992-93 and 1993-94 respectively is as Under:

Year	Amount (Rs. in Crores)
1992-93	792.65
1993-94	2434.92

(b) It is not in the commercial interest of SAIL to reveal the names of the companies to whom credit was extended.

(c) The total recovery of credit is as under:

Year	Amount (Rs. in Crores)
1992-93	792.65
1993-94	2397.69

(d) and (e). There is no outstanding due for 1992-93. For 1993-94, effective follow-up action is taken to recover the amount due from the customers, a majority of which are Government Departments and Public Undertakings.

[*Translation*]

Development and Maintenance of National Highways in Urban Areas

3786. DR. LAXMINARAYAN PANDEYA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the work of development and maintenance of National Highways in urban areas is undertaken by the Union Government;

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

(c) whether a proposal to reduce the width of road of National Highways in urban areas from 30 meters to 25 meters is under consideration of the Government; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b). The portions of the National Highways passing through towns having a population of 20,000 or more are not treated as National Highways and are generally the responsibility of the local Administration. However, the Central Government provides a suitable contribution on per kilometre basis for maintenance of such portions. In case of eligible urban links, expenditure on development works on such portions is also met from National Highways funds.

(c) No, Sir.

(d) Does not arise.

[*English*]

Developments in Rwanda

3787. SHRI SUDHIR SAWANT:
SHRI CHITTA BASU:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government are aware of the extreme distress being faced by the people of Rwanda;

(b) if so, the details thereof;

(c) whether the Government have re-

acted on the developments in that country;

(d) if so, the details thereof;

(e) whether the Secretary General of the U.N. approached the Government in connection with providing Indian troops for Peace Keeping Operations in that country; and

(f) if so, the response of the Government thereto?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SALMAN KHURSHEED): (a) Yes, Sir.

(b) It is estimated that about half a million civilians died in the recent turmoil in Rwanda. Over 2 million Rwandans are estimated to be displaced without food and shelter in Rwanda and approximately 3 million have fled to neighbouring countries.

(c) Yes, Sir.

(d) Government have issued a statement expressing great distress at the killing of the President of Rwanda. Relief supplies worth Rs. 45 lakhs have been pledged by the Government of India for Rwanda refugees.

(e) and (f). The UN's request for contribution of troops to the UN Assistance Mission in Rwanda (UNAMIR) is under the active consideration of Government.

[Translation]

Construction of Bridge on National Highway 6

3788. SHRI PANDURANG PUNDLIK FUNDKAR: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether approval has been accorded for constructing Rishwora bridge at National Highway 6 passing through Akola district in Maharashtra during the Eighth Plan;

(b) if so, the expenditure likely to be incurred thereon; and

(c) the time by which construction work of the bridge is likely to be started?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes Sir. Presumably Hon'ble Member is referring to reconstruction of a bridge across Ridhora Nalla.

(b) About Rs. 95 Lakh.

(c) October, 1994.

[English]

Reconnection of Telephone Lines in Delhi

3789. SHRI JAGMEET SINGH BRAR:
SHRI B.L. SHARMA PREM:
SHRI RAM PRASAD SINGH:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the consumers in Delhi have to face a lot of inconvenience in getting their disconnected lines reconnected despite payment of telephone bills under DNP;

(b) if so, the area-wise number of such lines which have not yet been reconnected;

(c) whether there are any rules with regard to reconnecting the disconnected

lines, if so, the details thereof;

(d) the action being taken by the Government against the guilty officers for not reconnecting the disconnected lines for four to five months despite payment; and

(e) the reasons for collecting monthly rent even after not reconnecting the disconnected lines?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKHRAM): (a) and (b). The information is being collected and the same will be laid on the Table of the House.

(c) As per rules, the telephones disconnected for non-payment, should be normally restored on payment of the full amount of dues with restoration fee without delay. If the dues are not paid within six months from the date of disconnection, the connection should be treated as permanently closed.

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

Production of Crude by ONGC

3790. SHRI K. PRADHANI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether ONGC has improved its performance during 1993-94;

(b) the target set by ONGC for the production of crude during 1994-95; and

(c) the steps taken by ONGC to improve further performance and to achieve the target?

THE MINISTER OF STATE OF THE

MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) As against a crude oil production of 24.427 million tonnes by ONGC during 1992-93, their actual production during 1993-94 was 24.205 million tonnes.

(b) The target for crude oil production by ONGC during 1994-95 has been fixed at 29.349 million tonnes.

(c) ONGC have initiated a number of short-term and medium term measures to step up crude oil production. As a result, the production of crude oil by ONGC during the current year is expected to be about 5.144 million tonnes more than the production achieved by them last year. The production of crude oil vis-a-vis target is closely monitored on a monthly basis, region-wise.

Supply of LPG in Vijaypur (M.P.)

3791. SHRI LAKSHMAN SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether SAIL have any scheme of supplying LPG for domestic use through pipeline in Vijaypur (M.P.) and;

(b) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) No, Sir.

(b) GAIL is not engaged in the marketing of LPG.

Extraction of Gold in Karnataka

3792. SHRIMATI CHANDRA PRABHA URS: Will the Minister of MINES be pleased to state:

(a) whether the Government have signed a Memorandum of Understanding with some foreign companies to extract gold in Kamataka;

(b) if so, the details thereof;

(c) the places where gold deposits have been found in the State; and

(d) the quantity of gold proposed to be extracted by foreign companies?

THE MINISTER OF STATE OF THE MINISTRY OF MINES (SHRI BALRAM SINGH YADAV): (a) and (b). No, Sir. However Hindustan Zinc Limited a Public Sector Undertaking under the Ministry of Mines has signed a Memorandum of Understanding (MoU) with M/s Niugini Mining Ltd. (NML), Australia on 18.7.1994. As per the MoU, NML will evaluate the data provided by HZL on few identified gold prospects explored by GSI/MECL and prepare an initial project report to identify prospects for feasibility studies and subsequent development. The

cost of evaluation will be borne by the Australian Company.

In case an economic opportunity is identified, both Companies will form a joint venture Company with Niugini Mining Ltd., holding 60% and Hindustan Zinc Ltd., holding 40% equity to conduct detailed feasibility study and subsequent mine development. The final investment would depend on the type and size of the deposit identified. The MoU will expire if a successful opportunity is not identified within a period of two years, unless otherwise agreed mutually.

(c) Gold mining in the Kolar Gold Field by the Bharat Gold Mines Ltd., and in the Raichur and Gulbarga District by the Hutti Gold Mines is being done. Also Gold occurrences are reported in the districts of Hassan, Shrimoga, Raichur, Chitradurga, Tumkur and Dharwar.

(d) The prospects identified by HZL for initial evaluation in Kamataka and their estimated gold reserves are as under:

PROSPECTS	ORE	
	Reserves (MT)	Grade (Gold)
Ajjanahalli	2.7	2.00 G/T
Kempinkote	3.5	1.22 G/T

Off Shore Oil Wells developed by ONGC

3793. DR. VISWANATHAM KANITHI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of off shore oil wells attempted for exploration of oil by ONGC and the number out of them where ONGC

has been successful:

(b) the number of oil wells attempted in West and East Coast; and

(c) the estimated oil reserves in each coast?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATU-

RAL GAS (CAPT. SATISH KUMAR SHARMA): (a) and (b). ONGC has drilled 649 exploratory wells in offshore areas of East and West Coast till 31st March, 1994. Out of these, hydrocarbons were established in 257 wells.

(c) As on 1.4.94, the geological reserves of crude oil and condensate established in East Coast Offshore and West Coast Offshore were 87.05 million tonnes and 2509.26 million tonnes, respectively.

Islamic Countries on Kashmir

3794. SHRI ATAL BIHARI
VAJPAYEE:
SHRI MANIKRAO HODLYA
GAVIT:
SHRI MOHAN RAWALE:
SHRI PARASRAM
BHARDWAJ:
SHRI BAPU HARI CHAURE:
SHRI SHIVSHARAN VERMA:
MAJ. GEN. (RETD.) BHUWAN
CHANDRA KHANDURI:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether diplomatic efforts have been made to clarify India's stand on Kashmir to the Organisation of Islamic Conference (OIC) and its member countries;

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

(c) whether Islamic countries now have a better understanding of India's stand on Kashmir and support the bilateral process in resolving Indo-Pak differences instead of internationalising it;

(d) if so, the details thereof;

(e) whether some other countries have also come out to speak on this issue; and

(f) if so, the details thereof?

THE MINISTER OF STATE IN THE
MINISTRY OF EXTERNAL AFFAIRS (SHRI
R.L. BHATIA): (a) Yes, Sir.

(b) Government have undertaken Ministerial, official and diplomatic exchanges with the member countries of the Organisation of Islamic Conference (OIC) during which we have fully briefed them about the situation in J&K in its correct perspective, Pakistan's support and instigation of terrorism in J&K and Pakistan's propagandist attempts to internationalise the Kashmir issue and to give it a religious bias. There have also been official-level consultations with the OIC Secretariat at Jeddah in this regard.

(c) and (d). Government are of the view that the member countries of OIC widely appreciate the J&K situation and India's resolve to settle all differences with Pakistan bilaterally and through peaceful negotiations within the framework of the Simla Agreement.

(e) and (f). A large number of other countries in different parts of the world have expressed themselves against the dangers of the trans-border terrorism and have supported India's stand that Pakistan should show sincerity of purpose in resolving bilateral differences.

[*Translation*]

Capital Investment in Transport Sectors

3795. SHRI BHEEM SINGH PATEL:

Will the Minister of SURFACE TRANSPORT be pleased to state the steps taken by the Ministry for increasing capital investment in shipping, ports, roads, highways, bridges and water transport sector, sector-wise during the last three years?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER):

SHIPPING

So far as Shipping is concerned, the Government have taken the following steps for increasing capital investment in shipping:

1. Automatic approval is now given for:
 - (a) Acquisition of all categories of ships except crude tankers and OSVs, by Private shipowning companies.
 - (b) Acquisition of ships from an Indian Shipyard; and
 - (c) Acquisition for replacement tonnage.
2. Shipping companies have been allowed to retain sale proceeds of their ships abroad and utilise them for fresh acquisition.
3. Shipping companies are allowed to acquire vessels through bare boat charter-cum-demise method.
4. Quarterly Block Allocation Scheme for repair of ships has been dispensed with entirely and Reserve Bank of India now releases foreign exchange for ships repair/dry dock-

ing and spares for imported capital goods without any value limit.

5. Certain Sections of Merchant Shipping Act were considered by foreign lenders as impediments to the enforcement of the rights of lenders in case of loan defaults and consequent requirement of foreclosure of the mortgage. These sections have now been amended, to facilitate Indian shipping companies to raise external commercial borrowing for ship acquisition from abroad.

PORTS

So far as Indian Major Ports are concerned, an amount of Rs. 3216 crores has been allocated by the Government for the projects under 8th Plan schemes. This amount will be met from various sources like budgetary support from the Government, internal resources of the Port and extra budgetary resources. To the extent the requirement of fund of the Ports will not be met from these sources the private capital would be utilised. For this purpose various areas of the port activities have been thrown open to the private sectors at 11 major ports namely:

- i) Setting up of container terminals.
- ii) Setting up of Warehousing and storage facilities.
- iii) Operation and maintenance of various cargo handling terminals.
- iv) Provision of pilotage and cranes services.

- v) Dredging.
- vi) Maintenance of various port craft and other equipment.
- vii) Leasing of equipment.

In this regard Government of India have taken various steps to liberalise the rules and streamline the procedures. Wide publicity has been given to the areas where the private investment can be made by the interested parties.

ROADS, HIGHWAYS & BRIDGES:

In so far as this sector is concerned, the

Government has been contemplating to involve private sector participation in the construction, maintenance and operation of fee based facilities on National Highways on the Build-Operate and Transfer (BOT) basis. The domestic/overseas companies including private entrepreneurs for private sector participation has been evincing interest. The broad modalities of the proposal are yet to be finalised by the Government.

WATER TRANSPORT

In respect of Water Transport sector, Plan Schemes are treated as capital investment. Accordingly an amount of Rs. 10.83 crores has been released for the last three years as mentioned below:

Amount released towards Plan Schemes to Inland Waterways Authority of India

Year	Rupees in crores
1991-92	3.30
1992-93	3.18
1993-94	4.35
	10.83

National Highways in Bihar

3796. SHRI MOHAMMAD ALI ASHRAF FATMI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the number of national highways in Bihar and the total length thereof;

(b) the percentage length of these highways compared to the total length of the national highways in the country; and

(c) the details of works relating to construction, development and repair being carried out at various national highways in the State during the current year?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b). Nine National Highways with a length of 2117 km pass through Bihar. It is 6.21% of the total length of National Highways in the country.

(c) Development and maintenance of National Highways including repairs is a continuous process. The National Highways are generally kept in traffic worthy conditions within the available funds.

Telephone Services in Delhi

3797. SHRIMATI KRISHNENDRA
KAUR (DEEPA):
SHRI RAJENDRA
AGNIHOTRI:
SHRI SATYA DEO SINGH:
SHRI SHIV SHARAN VERMA:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether any scheme is under consideration of the Government regarding feeding of complaints pertaining to the telephones remaining out of order in computer in order to improve the telephone services in Delhi;

(b) if so, the details thereof; and

(c) the date from which the said scheme would come into force?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) Yes Sir.

(b) Fault repair service has been computerised in eight exchange centres in Delhi covering about 30% of the total telephones.

(c) It is planned to extend computerised fault repair service to remaining exchange centres by June 1995.

[English]

Southern Wireless Communications Company

3798. PROF. K.V. THOMAS:
SHRI V. S.
VIJAYARAGHAVAN:
SHRI P.C. CHACKO:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether any proposal from Kerala Electronic Development Commission has been received to set up Southern Wireless Communications Company as a joint venture with investment from COMSAT Technologies, USA;

(b) if so, the details thereof; and

(c) the action taken or proposed to be taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) Yes Sir.

(b) The proposal envisages setting up of a joint venture company resulting from an understanding between Kerala State Electronic Development Commission, COMSAT. Technology services and COMSAT International Ventures. The proposed company will provide basic telephone service in two phases. In the first phase key areas of Kerala are proposed to be covered and in the second phase, it may be expanded into Karnataka, Tamilnadu and Andhra Pradesh.

(c) This proposal will be considered alongwith other such proposals after guidelines for implementation of the National Telecom Policy 1994 have been announced.

Offer of Deep Water Blocks to MNCs

3799. SHRI CHITTA BASU: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government have since decided to offer deep water blocks in India's exclusive economic zone to MNCs for oil exploration;

(b) if so, whether any MNC has since accepted the offer; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) to (c). Offshore blocks, including deep water areas, have been offered for exploration by private companies since 1980. So far, under different rounds, 11 contracts have been signed for exploration in offshore areas. 10 of these contracts have been terminated and work in one block is in progress.

Crude Oil Vessel's Struck-up in Godavari

3800. SHRI G.M.C. BALAYOGI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether a vessel carrying crude oil was struck up in the river waters of Godavari in K.G. Project area, recently;

(b) if so, the steps taken by the Government to release the vessel; and

(c) how much money has been spent for releasing the vessel from the river waters?

THE MINISTER OF STATE OF THE

MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) and (b). A barge, INNOVATIVE-I was grounded on 12.05.1994 at the river mouth of Gauthami Godavari while transporting crude oil from the Ravva Off-shore fields of ONGC. The crude oil in the vessel, except 100 MT, has already been transhipped. The remaining 100 MT has been solidified by adding some chemicals.

(c) The expenditure on the operations is yet to be estimated by ONGC.

Ramps in P and T Offices

3801. SHRI VINAY KATIYAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the disabled people, especially on wheelchairs face problems in gaining entry into post and telegraph offices wherever ramps do not exist at the entrance points;

(b) whether the Government propose to make ramps for the disabled people at zonal and main post and telegraph offices wherever they do not exist;

(c) if so, the time-frame by which ramps are proposed to be constructed;

(d) whether the Ministry propose to involve voluntary agencies and private bodies in this regard;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) No such complaint has been received from the public.

(b) No, Sir.

(c) to (f). Does not arise in view of (b) above.

Post Offices in Uttar Pradesh Gram Panchayats

3802. DR. SAKSHIJI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the total number of Gram Panchayats in Uttar Pradesh; and

(b) the number of Gram Panchayats out of them with post office facility at present?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) and (b). At present, there are 74,377 gram panchayats in Uttar Pradesh, out of which, 17446 have post offices.

Resetting of Dynamic S.T.D in Delhi

3803. SHRI MAHENDRA KUMAR SINGH THAKUR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of applications received to reset dynamic S.T.D. in Chanakyapuri Exchange during the last six months;

(b) the number of cases in which STD has been reset and the time taken to reset these STDs;

(c) the number of cases where the S.T.D is yet to be reset; and

(d) the reasons for such inordinate delay and the action the Government propose to take against the erring officials?

THE MINISTER OF STATE OF THE

MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) Sir, 532 applications were received to reset the dynamic S.T.D in Chanakyapuri Exchange during the last six months.

(b) and (c). In 521 cases, S.T.D. was reset within one month. 11 cases are pending due to incomplete applications/formalities for which subscribers have been addressed.

(d) Not applicable in view of reply to (b) and (c) above.

[Translation]

Import of Petroleum Products

3804. SHRI CHINMAYANAND SWAMI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the quantity of the petroleum products imported during 1993-94;

(b) the expenditure incurred thereon?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) and (b). During the year 1993-94, about 12.08 MMT of petroleum products for an approximate value of Rs. 7041.43 crores were imported.

[English]

Telephone Advisory Committees

3805. SHRI GEORGE FERNANDES: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the total number of telephone advi-

sory committees functioning under his Ministry;

(b) the number of members appointed to each of these committees and the norms under which they have been selected;

(c) the powers enjoyed by these members in terms of allotment of phones, free telephone facilities, etc;

(d) whether there have been complaints of corruption and misuse of powers by some members of these committees and;

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

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) 136 Telephone Advisory Committees have been formed under the Ministry of Communications.

(b) The number of members normally appointed to various TACs and the interests the members represent are given in the attached **Statement-I**. For nomination of these members recommendations from various local bodies and public men including MPs are received by the office of Minister of State for Communications. These alongwith the recommendations received from the Chief General Managers of concerned Circles are taken into consideration while constituting the Telephone Advisory Committees.

(c) The functions/powers/privileges of the members of Telephone Advisory Committee are given in the attached **Statement-II**.

(d) No, Sir.

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

STATEMENT-I

TELECOM/TELEPHONE ADVISORY COMMITTEES-COMPOSITION & INTEREST REPRESENTED

Sl. No.	Interest Represented category	Tele- phone Advi- sory Commi- tees Bombay Calcu- tta & Delhi	Tele- com Advi- sory Commi- tees for 5 States	Tele- com Advi- sory Commi- tees for 13 States	Tele- phone Advi- sory Commi- tees for 26 Tele- phone Dis- tricts headed by GM	Tele- phone Advi- sory Commi- tees of 76 Tele- phone Dis- tricts headed by TDM	Tele- phone Advi- sory Commi- tees of 13 other States and Union Terri- tories
		(A)	(B)	(C)	(D)	(E)	
1.	Members of Parliament	3	3	3	2	2	2
2.	State Legislature	4	3	4	3	2	3
3.	State Administration	1	1	1	1	1	1

Sl. No.	Interest Represented category	Tele- phone Advi- sory Commi- ttees Bombay Calcu- tta & Delhi	Tele- phone Advi- sory Commi- ttees for 5 States	Tele- com Advi- sory Commi- ttees for 13 States	Tele- phone Advi- sory Commi- ttees for 26 Tele- phone Dis- tricts headed by GM	Tele- phone Advi- sory Commi- ttees of 76 Tele- phone Dis- tricts headed by TDM	Tele- phone Advi- sory Commi- ttees of 13 other States and Union Terri- tories
		(A)	(B)	(C)	(D)	(E)	
4.	Corporation or Civicbody	2	-	1	1	-	
5.	Press	4	3	4	2	1	1
6.	Medical Profession	2	2	2	2	1	1
7.	Legal Profession	2	2	2	2	1	1
8.	All other						

Sl. No.	Interest Represented category	Tele- phone Advi- sory Com- mi- tees Bom- bay Calcu- tta & Delhi	Tele- phone Advi- sory Com- mi- tees for Madras States	Tele- com Advi- sory Com- mi- tees for 13 States	Tele- phone Advi- sory Com- mi- tees for 26 States	Tele- phone Advi- sory Com- mi- tees of 76 other States and Union Terri- tories	(A)	(B)	(C)	(D)	(E)
9.	Professions like Engineers, Architects etc.	2	2	2	2	1	2	2	2	1	1
	Trade, Commerce & Industry	10	6	10	6	5	10	6	5	5	4
10.	Public Workers & Others	10	7	12	8	5	12	8	5	5	6
	Total	40	30	40	30	25	40	30	25	20	20

- (A) Bihar, Maharashtra, Madhya Pradesh & Rajasthan
- (B) Andhra Pradesh, Karnataka, Kerala, Gujarat, Tamil Nadu, Haryana, Orissa, West Bengal, Punjab, Assam, Himachal Pradesh, Jammu & Kashmir and Arunachal Pradesh
- (C) Ahmedabad, Amritsar, Bangalore, Baroda, Calicut, Coimbatore, Ernakulam, Hyderabad, Jaipur, Kanpur, Ludhiana, Lucknow, Madurai, Mangalore, Pune, Rajkot, Surat, GM (N) Bareilly, GM (E), Varanasi, Director (W), Dehradun, Director (C), Lucknow, Delhi (C), Delhi (E), Delhi (W), Delhi (N) and Delhi (S)
- (D) Agra, Allahabad, Ambala, Alleppey, Ahmednagar, Agartala, Asansol, Bulsar, Bhuji, Bhavnagar, Belgaum, Bhopal, Chittoor, Cannanore, Cuttack, Cuddalore, Dimapur, Eluru, Erode, Faridabad, Ferozpur, Guntakal, Gauwahati, Guntur, Ghaziabad, Hubli, Hissar, Indore, Imphal, Junagadh, Jabalpur, Jammu, Jalgaon, Jullundhar, Kurnool, Kottayam, Karnal, Kalyan, Mehsana, Mysore, Meerut, Nagpur, Nadiad, Nasik, Patna, Paighat, Panjim, Patiala, Port Blair, Rajamundry, Rohtak, Srinagar, Sholapur, Shillong, Salem, Siliiguri, Trivandrum, Trichur, Trichy, Tirunelveli, Tanjore, Vijayawada, Varnasi, Vellore, Quilon, Itanagar, Ranchi, Jammu, Kodagu, Raipur, Aizawal, Bhubaneswar, Pathankot, Jodhpur and Gangtok
- (E) Manipur, Meghalaya, Mizoram, Nagaland, Tripura, Sikkim, Goa, Andaman & Nicobar Islands, Chandigarh, Daman & Diu, Lakshadweep & Minicoy, Dadar & Nagar Haveli, Pondicherry

STATEMENT-II

- The functions/power/privileges of the members of Telephone Advisory Committee are given below:

(a) Monitoring the performance of telecommunications services and advising the Department for their improvement;

(b) Bring the telephone using public and the Department of Telecommunications into closer relationship;

(c) Giving the public confidence that their grievances are being properly represented as well as extended to;

(d) Giving publicity to the action being taken by the Department for improving and developing the telephone services;

(e) Assisting the Department in handling the shortages in telephone equipment and lines by invoking cooperation and patience from public;

(f) Assisting the Department in deciding out-of-turn connections as provided in the rules on a fair and equitable basis by joint assessment of the comparative merit of various applicants in the waiting list under the 'OYT' and 'Non OYT Special' categories.

(g) The members of TACs are provided with a telephone connection on out of turn basis during their tenure. No rental is charged for the telephone and 1150 free calls are allowed bi-monthly; and

(h) The members of TAC are entitled to claim TA/DA at the rate admissible to them for attending the meeting.

Merger of Cochin Port Trust with Cochin Dock Labour Board

3806. SHRI ANANTRAO DESHMUKH: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there is any proposal to merge Cochin Port Trust with Cochin Dock Labour Board;

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

(c) the benefits likely to accrue from the merger?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (c). At Cochin the first phase of the merger of the Cochin Dock Labour Board with the Cochin Port Trust has taken place with the booking of composite gangs w.e.f. 11.7.94. This is consequent to a settlement signed under the Industrial Disputes Act between the management of Cochin Port Trust/Cochin Dock Labour Board and the various unions operating in Cochin Port Trust/Cochin Dock Labour Board on 6.6.94. The merger will lead to reduction of costs in Port working and increase in availability of gangs.

[Translation]

Telephone Connections in Delhi

3807. SHRI MOHAN SINGH (DEORIA): Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of persons who have registered their names with Delhi Mahanagar Telephone Nigam Limited to get telephone connections during the last two years; and

(b) the number of persons out of them to whom telephone connections would be provided by the end of current year?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) 1,95,956.

(b) Tentative plans have been drawn to clear the present waiting list by end of 1995 subject to timely availability of equipment, material and financial resources.

[English]

Amendment to Indian Postal Act

3808. SHRI SARAT PATTANAYAK: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to amend the Indian Postal Act; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) and (b). Government have not yet decided on the details of amendments to be made in the Indian Post Office Act 1898.

Pricing of Petroleum Products

3809. SHRI RAM NIHOR RAI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the criteria followed for pricing of petroleum products;

(b) whether the costing price of these products has been revised during the last three years; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) The prices of petroleum products are administered by the Government and are fixed taking into account various factors like production costs, growth in demand and other socio-economic considerations.

(b) and (c). The costs & margins for the oil companies have been updated and revised in 1994 retrospectively from 1.4.90 taking note of their operating costs and 12% post tax return on net worth.

[Translation]

LPG Agencies in Bihar

3810. SHRI RAM TAHAL CHOUDHARY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of LPG agencies in Bihar; and

(b) the details of present position of demand and supply of LPG in the State?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) As on 1.6.1994, 161 LPG distributorships were functioning in Bihar.

(b) The LPG demand in Bihar during the period April-June, 1994 was around 21838 MTs and this has been met in full by the Oil Industry.

Losses in Food Processing Units

3811. SHRI B.L. SHARMA PREM:
SHRI S.B. SIDNAL:

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

(a) the details of food processing units under the public sector undertakings; State-wise;

(b) the details of units which have been suffering losses for the last three years; and

(c) the steps the Government propose to take to close down or revive such sick units?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGOI): (a) to (c). The information is being collected and will be laid on the Table of the House.

[English]

Fishing Projects in Andhra Pradesh

3812. SHRI BOLLA BULLI
RAMAIAH:
SHRI M.V.V.S. MURTHY:

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

(a) the details of domestic and foreign companies that have been accorded approval for setting up deep sea fishing projects in the country, especially in Andhra Pradesh;

(b) the names of foreign countries that have offered assistance for setting up deep sea fishing projects in the country; and

(c) the details of schemes to be intro-

duced during the current year in Andhra Pradesh for assisting the domestic entrepreneurs?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGOI): (a) No foreign fishing companies have been given approval for setting up deep sea fishing projects in India. However, fifty one Indian companies, including eleven from Andhra Pradesh, have been permitted to set up deep sea fishing projects in collaboration with foreign companies in terms of the New Deep Sea Fishing Policy, 1991.

(b) Foreign companies from Russia, USA, Estonia, France, North Korea, South Korea, China, Taiwan, Thailand, Philippines and Canada have offered or are involved in deep sea fishing projects with Indian companies.

(c) Schemes for setting up of cold chain, Scheme on Tuna and other fish processing, assistance for diversified fishing, schemes for providing interest subsidy on loan for acquisition of deep sea fishing vessels are being implemented in the current year for assisting the domestic entrepreneurs, including those from Andhra Pradesh.

Draft of Hooghly River

3813. SHRI SATYAGOPAL MISRA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there is any proposal to raise the draft of Hooghly river to save the Calcutta and Haldia Ports; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT

(SHRI JAGDISH TYTLER): (a) No, Sir.

(b) Does not arise.

**Withdrawal of ONGC Rigs from
Ichapur Well in West Bengal**

3814. SHRI AJOY MUKHOPADYAY:
Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the ONGC has already withdrawn or decided to withdraw their rigs from Ichapur Well at Nadia district, West Bengal;

(b) if so, the reasons therefor; and

(c) if not, how much progress has been made in regard to exploration activities there?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) and (b). One rig is already deployed for drilling at Ichapur-2 well in Nadia district of West Bengal by ONGC. However, another rig after drilling Ichapur-1 well has been transported to Eastern Region as per the drilling plan.

(c) Sofar Ichapur-1 well has been drilled and well Ichapur-2 is under drilling. One more location Shantipur-1 has been planned for drilling after completion of Ichapur-2. Recently 3-D seismic data has also been acquired in Ichapur area.

**Indian Soldiers died on UN Peace
Keeping Duties**

3815. SHRI ASTBHUJA PRASAD SHUKLA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether France and Belgium had

told the United Nations that the amount of compensation paid to Indian soldiers who died on U.N. Peace Keeping duties should be less than that paid to families of soldiers from Western countries on the plea that the manpower in developing countries is cheaper;

(b) if so, whether the Government had objected to such demand; and

(c) the response of the United Nations with reference thereto?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SALMAN KHURSHEED): (a) to (c). No, Sir.

However, there is an anomaly in the present system followed by the UN for payment of death compensation, according to which the compensation is only at the level at which individual countries make payments to the families of the deceased. Therefore, the families would be compensated differently depending on the nationality of the deceased soldier.

The Govt. of India is in favour of payment of equal amount of death compensations, irrespective of the nationality of the soldier. India is pursuing this question in discussions in the UN.

Import Duty on LPG

3816. SHRI MANORANJAN BHAKTA:
Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the import duty on LPG has been reduced;

(b) if so, to what extent;

(c) whether this will have any effect on

the LPG price; and

[*Translation*]

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) and (b). The customs duty on LPG was reduced from 85% to 25% from 12.1.94 and it was further reduced to 15% from 1.3.94.

(c) and (d). The price changes for petroleum products depend not only on customs duty on import but also on other factors like trends in domestic production, its costs, volume of imports/exchange fluctuations etc.

Road Projects in Rajasthan

3817. PROF. RASA SINGH RAWAT: Will the Minister of SURFACE TRANSPORT be pleased to state the name of the National Highways in Rajasthan in respect of which schemes for construction of culverts, by-passes and widening of roads are under consideration/implementation?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): Presumably the Hon'ble M.P. wants to know the names of the National Highways where works relating to construction of culverts, bypasses and widening in Rajasthan are under consideration/execution. The requisite information is:

<i>NH No.</i>	<i>Name of National Highway</i>
3	Agra-Bombay
8	Delhi-Bombay
11	Agra-Bikaner
11A	Manoharpur-Dausa
12	Jabalpur-Jaipur
14	Beawar-Radhanpur
15	Pathankot-Samakhiali

Petrol/Diesel/Kerosene and LPG Distributors in Madhya Pradesh

3818. SHRI MOTILAL SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of Scheduled Castes/ Scheduled tribes who have been allotted petrol/diesel/kerosene/LPG distributorships during 1993-94 by Oil Selection Board in Madhya Pradesh;

(b) whether the Union Government have

framed any policy to allot a fully systematic distribution centre to the said distributors by the oil companies;

(c) if so the names of the oil companies which have allotted distribution centres having full facility to the said distributors and the total number of such distributors; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) to (d). Information is being collected and will be laid on the Table of the House.

[English]

LPG Connections in Uttar Pradesh

3819. SHRI SHIVSHARAN VARMA:
SHRI SURENDRA PAL
PATHAK:
SHRI HARI KEWAL PRASAD:
SHRI ARJUN SINGH YADAV:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of LPG connections pending in Uttar Pradesh during the each of the last three years, district-wise;

(b) whether there is any proposal to provide new LPG connections in the State during 1994-95;

(c) if so, the details thereof; and

(d) the time by which these connections are likely to be provided?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATU-

RAL GAS (CAPT SATISH KUMAR SHARMA): (a) The requisite information is being collected and will be laid on the Table of the House.

(b) Yes, Sir.

(c) and (d). Allotment of new gas connections is not made on a State-wise basis. New LPG connections are released to waitlisted applicants according to the serial order of registration, depending on new customer enrolment allotted to a distributor, based on the slack available with the distributor, waiting list and product availability. Effort is constantly on to provide as many connections and as early as possible, subject to availability of LPG.

Delinking Calcutta Port from Haldia Port Complex

3820. SHRI SUBRATA MUKHERJEE:
Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there is any proposal to delink the Calcutta Port from Haldia Port Complex;

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

(c) whether this proposed move has been opposed by the State Government of West Bengal; and

(d) if so, the reaction of the Union Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (d). The Government has set up a Committee to examine the likely effects and implications of Calcutta and Haldia Dock system operat-

ing together as one or separately as two ports, keeping in view the operational and technical aspects etc. Further action would depend on the outcome of the report of the Committee and its examination from all relevant aspects.

Oil Reserves in Rava Oil Fields and K.G. Basin

3821. SHRI SOBHANADREESWARA RAO VADDE: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the estimated quantities of Reserves of Oil and Gas that available from "Rava" Oil Field in K.G. Basin;

(b) the number of wells drilled, the amount spent so far, the number of platforms erected, and the number of process rigs in operation and their cost; and

(c) the number of platforms yet to be constructed and rigs required and the funds required for the purpose?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) As on 1.4.94, the recoverable reserves in the Ravva field were 16.52 million tonnes of oil & condensate and 6817.2 MMm³ of gas.

(b) As of 1st August, 1994 ONGC have drilled 30 wells in the Ravva field. In the offshore field 2 well platforms connecting four wells have been erected. Presently there is no process platform/process rig. ONGC have spent an amount of Rs. 234.56 crores till 31st March, 1994 on drilling in

Ravva. The expenditure incurred on platforms and associated facilities upto 31st March, 1994 was Rs. 112.86 crores.

(c) It has been decided that further development of Ravva field will be done through a joint venture company.

[Translation]

Kerosene Supply to Madhya Pradesh

3822. SHRI SURAJBHANU SOLANKI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government of Madhya Pradesh have sent any request to increase the supply of Kerosene;

(b) if so, the details thereof; and

(c) the decision taken by the Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) to (c). Requests are received from State Governments for additional allocation of Kerosene from time to time. However, on account of constraints of product availability, foreign exchange and heavy subsidy involved, it is not possible to meet the full demand of the States.

The quantity of SKO allotted to Madhya Pradesh during 1993-94 was 411534 MTs which was 8.31% higher than 1992-93. Similarly for 1994-95 the allocation has been increased to 446055 MTs with an increase of 7.9% over 1993-94 which is much higher as compared to the national average growth of 3%.

[English]

Construction of Bridge over National Highway 47

3823. SHRI N. DENNIS: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there is any proposal to construct a new bridge in place of the old bridge over the Trivandrum-Kanyakumari National Highway 47; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b). Presumably the Hon'ble Member is referring to the construction of a new bridge in place of old bridge across Kuzhithurai river. Yes, Sir. There is a proposal for construction of a new bridge in place of old bridge across Kuzhithurai river for which land acquisition is in progress.

[Translation]

P and T in States

3824. SHRI MANJAY LAL: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of post and telegraph offices and telephone exchanges at present, State-wise;

(b) whether the present number of post and telegraph offices is not in proportion to the population; and

(c) if so, the steps taken by the Government to increase their number during the last three years?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) The number of post and telegraph offices and telephone exchanges State-wise are given in the attached **Statements I, II and III** respectively.

(b) *Post Offices*

Post Offices are opened progressively under Annual Plans, subject to fulfilment of the departmental norms and availability of resources. Average population served by one post office is 5527 as on 31.3.1994.

Telegraph Offices

Telegraph Offices are opened on the basis of demand, need and feasibility, not on the basis of population only.

(c) *Post Offices*

3995 post offices were opened in the country during the last three years.

Telegraph Offices

Does not arise in view of (b) above.

STATEMENT-I

DETAILS OF POST OFFICES, STATE-WISE/UNION TERRITORY-WISE AS ON 31.3.94

S.No.	Name of State/Union Territory	No. of Post Offices
1.	Andaman & Nicobar	97
2.	Andhra Pradesh	16203
3.	Arunachal Pradesh	283
4.	Assam	380
5.	Bihar	11770
6.	Chandigarh	50
7.	Delhi	551
8.	Dadar & Nagar Haveli	34
9.	Daman & Diu	17
10.	Goa	249
11.	Gujarat	8897

S.No.	Name of State/Union Territory	No. of Post Offices
12.	Haryana	2582
13.	Himachal Pradesh	2726
14.	Jammu & Kashmir	1583
15.	Karnataka	9781
16.	Kerala	5034
17.	Lakshadweep	10
18.	Madhya Pradesh	11214
19.	Maharashtra	12269
20.	Manipur	671
21.	Meghalaya	478
22.	Mizoram	383
23.	Nagaland	299
24.	Orissa	8072

S.No.	Name of State/Union Territory	No. of Post Offices
25.	Pondicherry	100
26.	Punjab	3837
27.	Rajasthan	10282
28.	Sikkim	196
29.	Tamil Nadu	12095
30.	Tripura	701
31.	Uttar Pradesh	20035
32.	West Bengal	8470
All India Total:		152776

STATEMENT-II

STATE-WISE INFORMATION CONCERNING TELEGRAPH OFFICES.

S.No.	Name of State	No. of Telegraph Office
1.	Assam	476
2.	Andhra Pradesh	3963
3.	Arunachal Pradesh	29
4.	Bihar	4258
5.	Delhi	45
6.	Gujarat (including Dadar & Nagar Haveli, Daman and Diu)	1809
7.	Goa	23
8.	Himachal Pradesh	732
9.	Haryana	393

S.No.	Name of State	No. of Telegraph Office
10.	Jammu & Kashmir	421
11.	Kerala (includg. Lakshadweep)	2092
12.	Karnataka	4294
13.	Madhya Pradesh	2431
14.	Maharashtra	2878
15.	Meghalaya	63
16.	Manipur	49
17.	Mizoram	10
18.	Nagaland	17
19.	Orissa	1378
20.	Punjab	610

S.No.	Name of State	No. of Telegraph Office
21.	Rajasthan	2179
22.	Tamil Nadu (inclgd. Pondicherry)	6633
23.	Sikkim	50
24.	Tripura	55
25.	Uttar Pradesh	6175
26.	West Bengal	2040

STATEMENT-III

STATE-WISE STATUS OF TELEPHONE EXCHANGES AS ON 31.3.1994

State	No. of telephone exchanges as on 31.3.1994
1. Andhra Pradesh	2029
2. Assam	269
3. Bihar	743
4. Gujarat (including Dadra, Nagar Haveli, Daman and Diu)	1262
5. Haryana	605
6. Himachal Pradesh	410
7. J&K	198
8. Karnataka	1866
9. Kerala (including Lakshadweep)	715
10. Madhya Pradesh	•2338

State	No. of telephone exchanges as on 31.3.1994
11. Maharashtra (including Goa & MTNL Bombay)	2238
12. North East (including Arunachal Pradesh, Mizoram, Nagaland, Tripura, Manipur & Meghalaya)	200
13. Orissa	733
14. Punjab (including Chandigarh)	691
15. Rajasthan	1240
16. Tamil Nadu (including Pondicherry and Madras)	1319
17. Uttar Pradesh	1502
18. West Bengal (including Sikkim, Andaman and Nicobar and Calcutta)	574
19. Delhi	111
	19043

Export of Orange

3825. SHRI DATTA MEGHE: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state the incentives given/proposed to be given to orange exporters particularly in Maharashtra?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGOI): Govt. has formulated several plan schemes for enhancing export of fresh fruits including oranges, which inter-alia includes assistance for development of infrastructure, assistance for export promotion and market development, subsidy for transportation of Horticultural exports by Air. Orange exporters of Maharashtra can also avail of benefit of the schemes.

[English]

Gas Based Power Plants

3826. SHRI HARADHAN ROY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the requirements of gas for gas-

based power plants in the country, State-wise;

(b) whether these plants are being supplied gas as per their requirements;

(c) if not, the reasons therefor; and

(d) the steps taken to meet their requirements?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) The required information is given in the attached **Statement**.

(b) and (c). The supply of gas to the power plants at Uran, Hazira and along the HBJ pipeline are being restricted due to shortage in the availability from the Western Offshore fields.

(d) Steps taken to increase the availability of gas include the development of new fields, additional development of the existing fields, construction of trunk pipelines and expansion in the capacity of gas terminals.

STATEMENT

Sl. No.	Name of the State	Requirement (MMSCMD)
1.	Andhra Pradesh	0.40
2.	Assam	1.38
3.	Delhi	0.60
4.	Gujarat	6.05
5.	Maharashtra	4.50

<i>Sl. No.</i>	<i>Name of the State</i>	<i>Requirement (MMSCMD)</i>
6.	Rajasthan	1.75
7.	Tamil Nadu	0.06
8.	Tripura	0.34
9.	Uttar Pradesh	5.25

'178' Telephone Service

3827. SHRIMATID.K. BHANDARI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the services of telephone number '178' has been provided in VIP areas for registering complaints;

(b) the number of VIP complaints received from January 1994, to July 1994 exchange-wise;

(c) the average time taken to rectify these faults;

(d) the details of repair services provided to non-VIP areas;

(e) the number of non-VIP complaints received from January, 1994 to July 1994;

(f) the average time taken to rectify these faults;

(g) whether the average time taken to rectify faults in the VIP areas was less than the corresponding time taken for non-VIP areas; and

(h) if so, the reasons therefor?

THE MINISTER OF STATE OF THE
MINISTRY OF COMMUNICATIONS (SHRI

SUKH RAM): (a) No Sir. In Delhi Telephones 178 service has been opened for special monitoring of complaints for operationally important Telephones of Senior Officer, MPs, Ministers and Public utility services.

(b) The total number of such complaints registered on 178 in Delhi from January, 1994 to July 1994 is 7077. No separate data is maintained on 178 exchange-wise.

(c) The average time taken to rectify the faults is between 3 to 5 hours. However, tedious faults involving cable breakdowns, cable thefts etc. take longer time for rectification.

(d) Fault Repair Service for all areas are available on 198/xxx2198 telephone numbers. In Delhi a subscriber is required to book the same exchange as the number from which he is calling. In case the faulty number belongs to a different exchange, he is required to dial xxx2198 where xxx denotes 2/3 digit exchange prefix. In Bombay a subscriber is required to dial xxx2198 from 7 am to 7 pm and 198 from 7 pm to 7 am.

(e) The details are as under:

Delhi : 1788830

Bombay : 1986443

(includes both VIP & Non-VIP)

(f) About 66% of the faults in Delhi and 46% in Bombay are cleared within 24 hours. Most of the remaining faults are cleared within 2-3 days. However, faults on account of cable breakdowns/cable thefts take a longer time.

(g) and (h). Does not arise.

Indian Students in Erstwhile USSR

3828. SHRI BRAJA KISHORE TRIPATHY: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the number of students who were availing free education facility/sponsored scholarship of the erstwhile USSR at the time of its disintegration;

(b) the number out of them who discontinued their study and the steps taken by the Government to assist them;

(c) the number of such officially sponsored students who are availing educational facilities in the independent States;

(d) whether these students are facing lot of hardships in Russia and other Republics; and

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

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA): (a) to (e). Reliable data on Indian students in the former USSR is not available since registration of students who had gone there through various channels with our Embassy in Moscow is on a voluntary basis. There were various types of sponsorships and Government data is accurate only in so far as students sponsored on a Government to Government to basis is

concerned.

The independent states which emerged after the dissolution of the USSR found it difficult to extend financial and other assistance to foreign students largely due to their own economic difficulties. However, Government of India have sought to impress upon the concerned Government's the need for assistance, to the extent possible, to allow sponsored students to complete their education. While the Ukrainian Government has agreed that all foreign students in Ukrainian educational establishments who were admitted for study until 1992 will be allowed to finish their education "according to previous conditions", Governments of other CIS states have not formally done so. Nevertheless, due to Government of India's efforts some assistance and concessions have been provided, to the extent possible, by the CIS states.

The number of students availing of free educational facility/sponsored scholarship at the time of the disintegration of the USSR was approximately 3300. The number of those who have actually discontinued their studies is not known. According to available information, the number of sponsored students who continue to avail of educational facilities in the individual states of the former USSR is approximately 2000 at present. The number of officially sponsored students is declining progressively since new offers have not been made since 1991.

Steps taken by Government to assist Indian students studying in the states of the former USSR include:

- (1) Release of US\$50 per student per month already studying in the former USSR against deposit of equivalent Rupees in India.

- (2) Issue of pre-paid ticket advice on Air India against payment in Indian Rupees for students wishing to travel to India.
- (3) Arranging repatriation wherever necessary as per Government regulations and facilities.
- (4) Transit arrangements in Moscow for students in need and affected by civil disturbances in some of the independent States.

In addition, Government has issued advisory notices from time to time informing all concerned that, following the dissolution of the former Soviet Union, changes are taking place in the educational policies of the individual States of the former Soviet Union in so far as foreign students are concerned. In view of this Ministry of External Affairs has advised students not to seek direct admission in educational institutions of the former Soviet Union on self financing or non-government sponsored basis. These notices have been issued to protect the interests of Indian students.

The difficulties faced by Indian students include demand for payment of tuition fees in hard currency by the institutes, inadequacy in the stipend amounts being paid to students by the institutes, increase in air fares in the local currencies, as well as difficulties arising out of increase in prices of essential items and the general problem of shortages. The steps being taken indicated above are directed at mitigating these hardships.

New Electronic Exchanges in Andhra Pradesh

3829. SHRI THOTA SUBBARAO:
SHRI G. GANGA REDDY:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) the names of such telephone exchanges in Andhra Pradesh which have not yet been converted into electronic exchanges so far;

(b) the time by which these are likely to be converted; and

(c) the names of places where the Government have decided to instal new electronic exchanges during 1994-95?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) As given in the attached Statement.

(b)(i) Small capacity non-electronic exchanges are planned to be converted electronic by March '97.

(ii) Large capacity non-electronic exchanges will be replaced after the expiry of their useful life.

(c) Small capacity new exchanges are installed at locations where total paid registered demand reaches 10. As such the locations have not been decided.

Places where new medium/large capacity electronic exchanges have been planned are at:

(1) Hyderabad (at three sites)

(2) Vijaywada

(3) Visakhapatnam

STATEMENT

Names of Telephone exchanges in A.P. not yet converted into electronic

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
1.	Adilabad	Adilabad
	-do-	Mancherial
	-do-	Sunkidi
	-do-	Rehbana
	-do-	Wankidi
	-do-	Bazarhatnoor
	-do-	Bheemaram
	-do-	Jaipur
	-do-	Hazipur
	-do-	Luxettipet
	-do-	Basar
	-do-	Kubeer
	-do-	Madhapur
	-do-	Doudepalli
	-do-	Rechini Roab
2.	Anantapur	Gooty
	-do-	Dharmavaram
	-do-	Jallipalli
	-do-	Kotanka

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	M.P.R. Dam
	-do-	Nuthimadugu
	-do-	Rapthadu
	-do-	Venkatapuram
	-do-	Yerraguntla
	-do-	Medapuram
	-do-	Bandemedikothapalli
	-do-	Cheekatimanipalli
	-do-	Chigicherla
	-do-	D. Chertopalli
	-do-	Dadithota
	-do-	Gunipalli
	-do-	Kokkanti
	-do-	Mamillapalli
	-do-	Pamudurthy
	-do-	Tadimarri
	-do-	Pathakothacheruvu
	-do-	Yeddulapalli
	-do-	Chalkur
	-do-	Challapalli (ATP)
	-do-	Gorantla

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Kodikonda
	-do-	Maluguru
	-do-	Vanavolu
	-do-	Ganjivaripalli
	-do-	Gownipalli
	-do-	Kodavandlapalli
	-do-	Kondakamera
	-do-	Malameedapalli
	-do-	Mallepalli
	-do-	Mohammadabad
	-do-	Nambulipulikunta
	-do-	Obuladevacheruvu
	-do-	Pulagampalli
	-do-	Ratnalapalli
	-do-	Reddipalli
	-do-	Gangavaram
	-do-	Kundurpi
	-do-	Kanaganapalli
	-do-	Kanekal Cross
	-do-	Marramakulapalli
	-do-	Buddili

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Kugira
	-do-	Pedaballi
	-do-	Talamarla
	-do-	Gudiselapalli
	-do-	Somalapuram
	-do-	Gugudu
	-do-	Mandalahalli
	-do-	Rotarypuram
	-do-	Salakamcheruvu
	-do-	Tarimela
	-do-	Kuchivaripalli
	-do-	Peddapappuru
	-do-	Ramalingayapalli
	-do-	Thimmampalli
	-do-	Gadikal
	-do-	Honnuru
	-do-	Kodamalakunta
	-do-	Konakondla
	-do-	Vidapankallu
	-do-	Nagasamudram
	-do-	Settur

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Pullalarevu
	-do-	Anantapur
	-do-	Hindupur
	-do-	Guntakal
	-do-	Palasamueram
	-do-	Rolla
	-do-	Muddalapalli
3.	Chittoor	Kalraodpalli
	-do-	Kayam
	-do-	Kuppambadur
	-do-	Nuthanakalva
	-do-	Sorakayalapeta
	-do-	Talupula
	-do-	Yerravaripalem
	-do-	Devalampeta
	-do-	Krishnapuram
	-do-	Mapakshi
	-do-	P. Kothakota
	-do-	S.S. Konda
	-do-	Siddampalle
	-do-	Thumbakupam

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Ugranampalle
	-do-	Vengalarajakuppam
	-do-	Y. Santhagate
	-do-	Chigurugunta
	-do-	Shantipuram
	-do-	Burakayalakota
	-do-	Chowdasamudram
	-do-	Nimmanapalle
	-do-	Vanamaladinne
	-do-	Balijakandriga
	-do-	Vijayapuram
	-do-	Vallivedu
	-do-	Chembakur
	-do-	Cajjalavaripalle
	-do-	S. Bandapalli
	-do-	Yellamanda
	-do-	Kandur
	-do-	Muthukur
	-do-	Peddaupparapalle
	-do-	Ramasamudram
	-do-	Annur

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Beerakuppam
	-do-	Karani
	-do-	Nallavenganapalle
	-do-	Pachikapalem
	-do-	Palamangalam
	-do-	Bathalavallam
	-do-	Brahmanapalle (CTR)
	-do-	Chintalapalem
	-do-	Empedu
	-do-	K.V.B. Puram
	-do-	Maddiledu
	-do-	Muchivolu
	-do-	Pudi
	-do-	Santhavelur
	-do-	Alathur
	-do-	Nethakuppam
	-do-	Chertopaili
	-do-	Kona
	-do-	Medikurthi
	-do-	Tarigonda

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Tirupathi
	-do-	Chittoor
	-do-	Gundlakattamanchi
	-do-	Polakala
	-do-	Pathikonda
	-do-	Somala
	-do-	Pandur
	-do-	Varadaiahpalem
4.	Cuddapah	Cuddapah
	-do-	Brahamangarimatam
	-do-	Narsapuram
	-do-	Rachayapet
	-do-	Chintakommadinne
	-do-	Vallur
	-do-	Yellatur
	-do-	Chinnakomerla
	-do-	Chinnakomerla
	-do-	Mylavaram
	-do-	Peddapasupula
	-do-	Vaddirala
	-do-	Nandimandalam

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Peddacheppalli
	-do-	Veerapunayunipalli
	-do-	B. Kodur
	-do-	Kukkaladoddi
	-do-	Obulavaripalli
	-do-	V.R. Palli
	-do-	Y. Kota
	-do-	Chakraypet
	-do-	Neelakantaraopet
	-do-	Talla Proddatur
	-do-	Uppalur
	-do-	Annaram
	-do-	Chintakunta
	-do-	Chowduru
	-do-	C.V. Satram
	-do-	Gopayappli
	-do-	Kanacudur
	-do-	Nakkaladinne
	-do-	Onipenta
	-do-	Parlapadu
	-do-	Bidanamcherla

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Koracuntapalli
	-do-	Lingala
	-do-	Muthukur
	-do-	Nallapureddipalli
	-do-	Parnapalli (ATP)
	-do-	Vemula
	-do-	Cheyzeru Project
	-do-	Guttapalli
	-do-	Rayavaram
	-do-	Sambepalli
	-do-	Settipalli
	-do-	T. Sakibanda
	-do-	Atlur
	-do-	Proddatur
	-do-	Thondur
	-do-	Veeraballi
5.	East Godavari	Kakinada
	-do-	Rajahmundry
	-do-	Pithapuram
	-do-	Anaparthi
	-do-	Samalkot

<i>Sl.No.</i>	<i>Distnct</i>	<i>Name of Exchange</i>
<i>1</i>	<i>2</i>	<i>3</i>
	-do-	Tuni
	-do-	Ambajipet
	-do-	Kothapeta
	-do-	Gollalamamidada
	-do-	Devipatnam
	-do-	Rayavaram
	-do-	Malkipuram
	-do-	Tatipaka
	-do-	Amalapuram
	-do-	Ravulapalem
	-do-	Peddapuram
	-do-	Vommangi
	-do-	Chebrolu (E.G)
	-do-	Yerravaram
	-do-	Chinnasankarlapudi
6.	Guntur	Tenali
	-do-	Dugirala
	-do-	Srinagar
	-do-	Pedakodamagundla
	-do-	Kunkalagunta
	-do-	Patibanda

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Brahamanapalle
	-do-	Ganapavaram
	-do-	Karumanchi
	-do-	Guntur-Ashoknagar
	-do-	Guntur-Kothapeta
	-do-	Perecherla
	-do-	Chilakaluripet
	-do-	Intur
7.	Hyderabad	Hyderabad, GOWLI/4,5
	-do-	Hyderabad, SAIF/3
	-do-	Hyderabad, NCH/85
	-do-	Hyderabad, MUSH/66
	-do-	Hyderabad, ER/26
	-do-	Hyderabad, SD/7
	-do-	Hyderabad, CHARAM/52
	-do-	Hyderabad, SAIF/22
	-do-	Hyderabad, SECD/82
	-do-	Hyderabad, SECD/83
8.	Karimnagar	Jammikunta
	-do-	Koheda
	-do-	Ramavaram

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Elakathurthi
	-do-	Kachapur
	-do-	Marripalligudem
	-do-	Saidapur
	-do-	Sanigaram
	-do-	Dontapur
	-do-	Gollapalli
	-do-	Gopalapur
	-do-	Ibrhimnagar
	-do-	Medipalli
	-do-	Pegadapalli
	-do-	Poodur
	-do-	Raikal
	-do-	Sarangpur
	-do-	Thakkapalli
	-do-	Velgatoor
	-do-	Kamalapur
	-do-	Uppal
	-do-	Vavilala
	-do-	Veenavanka
	-do-	Dharamaram

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Gangipalli
	-do-	Garrepally
	-do-	Illanthakunta
	-do-	Karimnagar
	-do-	Kasimpet
	-do-	Kataram (WGL)
	-do-	Laxmipur
	-do-	Mahadevpur (WGL)
	-do-	Mamidalapalli
	-do-	Narsingapur
	-do-	Nustulapur
	-do-	Ramadugu
	-do-	Renikunta
	-do-	Kathalapur
	-do-	Kodimial
	-do-	Begumpet
	-do-	Gunjapadugu
	-do-	Mutharam
	-do-	Gundampalli
	-do-	Ibrimpatnam
	-do-	Koonaraopet

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Mallapur
	-do-	Mannegudem
	-do-	N.S.F. Mutyampet
	-do-	Paidimadugu
	-do-	Rudrangi
	-do-	Thandrial
	-do-	Varshakonda
	-do-	Chegyam
	-do-	Dongadurthi
	-do-	Gangaram
	-do-	Potyal
	-do-	Ramagundam
	-do-	Vennampalli
	-do-	Gopalaraopet
	-do-	Cheerlavancha
	-do-	Ghambirraopet NZB
	-do-	Marrigadda
	-do-	Mustabad (MDK)
	-do-	Nerella
	-do-	Nimmapalli
	-do-	Nizamabada

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Thimmapur
	-do-	Venkatapur
	-do-	Yellareddipet
	-do-	Kolanur
	-do-	Karimnagar
	-do-	Godavarikhani
	-do-	Asifnagar
	-do-	Eligaid
	-do-	Nagnoor
	-do-	Parlapalli
	-do-	lapalli
	-do-	Kamanpur
	-do-	Pothakapalli
	-do-	Thogarrai
	Khammam	Khammam
	-do-	Naikangudem
	-do-	Mulakalapalli
	-do-	Aswapuram
	-do-	Heavy Water Plant-C
	-do-	Heavy Water Plant-S
	-do-	Jagannadhapuram

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
<i>1</i>	<i>2</i>	<i>3</i>
	-do-	Vararamachandrapuram
	-do-	Kunavaram
	-do-	Janampeta
10.	Krishna	Vijayawada
	-do-	Gannavaram
	-do-	Gudivada
	-do-	Nuzvid
	-do-	Industrial Estate-VJ
	-do-	Ramavarappadu
	-do-	Vadlamannadu
	-do-	Pedakallepalli
	-do-	Arugolanu
	-do-	Nandivada
	-do-	Gudlalleru
	-do-	Markapet
	-do-	Bhaskarraopet
	-do-	Kalidindi
	-do-	Kolletikota
	-do-	Chintalapadu
	-do-	Pendyala
	-do-	Pedaconnuru

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Kuchipudi
	-do-	Lankapalli
	-do-	Srikakulam
	-do-	Chimalapadu
	-do-	Mylavaram
	-do-	Ramireddipalli
	-do-	Gudipadu
	-do-	Leelanagar
	-do-	Pallerlamudi
	-do-	Penugolanu (KMM)
	-do-	Vellatur
	-do-	Pamarru
	-do-	Gosavidu
	-do-	Kondapalli
	-do-	Nunna
	-do-	Chatrai
	-do-	T. Sanubanda
	-do-	Vissannapet
	-do-	Machilipatnam
	-do-	Ibrahimpattam (VJ)
	-do-	Poranki

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Vuyyuru
11.	Kurnool	Adoni
	-do-	Dasarakodur
	-do-	Halvi
	-do-	Kandukur
	-do-	Nagarur
	-do-	Peddakaduburu
	-do-	Ahodilam
	-do-	Alamuru
	-do-	Ingaldahal
	-do-	Johrapuram
	-do-	Nandavaram
	-do-	Palakur
	-do-	Jajadurgam
	-do-	P.R. Pali
	-do-	Kambalapadu
	-do-	Gani
	-do-	Nagardone
	-do-	Gulyam
	-do-	Kothakota
	-do-	Nagaladinne

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
<i>1</i>	<i>2</i>	<i>3</i>
	-do-	Nagalapuram (Parla)
	-do-	Polakal
	-do-	Pulakurthy
	-do-	Nossam (CDP)
	-do-	Ramapuram
	-do-	Bapuram
	-do-	Chippagiri
	-do-	Kunthanamal
	-do-	Chinna Tekur
	-do-	Dinnedavarapadu
	-do-	Namoor
	-do-	Oravakallu
	-do-	Peddapadu
	-do-	Pyalakurthy
	-do-	Ulindakonda
	-do-	Uyyalavada-K
	-do-	Hussainapuram
	-do-	Madduru
	-do-	Polur
	-do-	Vempenta
	do-	Jonnagiri

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Pendekal
	-do-	Peravali
	-do-	Malapalli
	-do-	Nandavaram
	-do-	A. Kodur
	-do-	Rudravaram
	-do-	Yerraguntla
	-do-	Velpanur
	-do-	Pamulapadu
	-do-	Devanakonda
	-do-	Tuggali
12.	Mahabubnagar	Shadnagar
	-do-	Jadcherla
	-do-	Amrabad
	-do-	Balamoor
	-do-	Uppunuthala
	-do-	Kodandapuram
	-do-	Manupad
	-do-	Srinagar
	-do-	Undavally
	-do-	Irwyn

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Addakal
	-do-	Koukuntla
	-do-	Lalkota
	-do-	—
	-do-	Undekode
	-do-	Varna
	-do-	Beechpally
	-do-	Bijwara
	-do-	Elkur
	-do-	Ghattu
	-do-	Avancha
	-do-	Polepally
	-do-	Charakonda
	-do-	Kothapally
	-do-	Madgul
	-do-	Padkal
	-do-	Talakondapally
	-do-	Vangoor
	-do-	Veldanda
	-do-	Veijal
	-do-	Damaragidda
	-do-	Maddur

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Ravulapalli
	-do-	Kethepally
	-do-	Thoomkunta
	-do-	Bomraspet
	-do-	Bhuthpur
	-do-	Koilkonda
	-do-	Kotakadra
	-do-	Kuthalabad
	-do-	Kotkonda
	-do-	Krishna
	-do-	Magnoor
	-do-	Pulimamidi
	-do-	Gopalpet
	-do-	Sirsawada
	-do-	Yedula
	-do-	Yadireddypally
	-do-	Balanagar
	-do-	Kollur
	-do-	Kondurg
	-do-	Mogali
	-do-	Gidda

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Nandigaon
	-do-	Palamkole
	-do-	Raikal
	-do-	Udithyal
	-do-	Apparala
	-do-	Peddamandadi
	-do-	Nagarkumool
13.	Medak	Medak
	-do-	Alladuro
	-do-	Bachepally
	-do-	Devanoor
	-do-	Gadipeddapur
	-do-	Kalher
	-do-	Pullai
	-do-	Regode
	-do-	Ahmeditur
	-do-	Dommata
	-do-	Gowraram
	-do-	Kodakandla
	-do-	Ontimamidi
	-do-	Raipole

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Ramaipally
	-do-	Sardhana
	-do-	Kangti
	-do-	Kulcharam
	-do-	Manur
	-do-	Nizampet-II
	-do-	Sanjivaraopet
	-do-	Sirgapur
	-do-	Gummadidala
	-do-	Madnoora
	-do-	Jinnaram
	-do-	Sabashpally
	-do-	Shivampet
	-do-	Bhanur
	-do-	Kollur
	-do-	Pedakanjerla
	-do-	Vadegepally
	-do-	Velmala
	-do-	Chittapur
	-do-	oulatabad-II
	-do-	Narsingi

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Masaipet
	-do-	Anthoram
	-do-	Aimakur
	-do-	Kondapur
	-do-	Munipally
	-do-	Suraram
	-do-	Kandi
	-do-	Mallepally
	-do-	Chinakodur
	-do-	Mirdoddi
	-do-	Sircingandla
	-do-	Timmapur
	-do-	Togutta
	-do-	Chiragpally
	-do-	Hatnoora
	-do-	Jarasangam
	-do-	Kothur (B)
	-do-	Manayarpally
	-do-	Nyalakal
	-do-	Raikodu
	-do-	Tunkikhalsa

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Siddipet
	-do-	Patancheru
	-do-	Sangareeey
	-do-	Rangampet
	-do-	Nizampet-I
	-do-	Kowdipally
	-do-	Ameenpur
	-do-	Chegunta
	-do-	Dudheda
14.	Nalgonda	Nalgonda
	-do-	Madhapur
	-do-	Raghunadhapuram
	-do-	Rajapet
	-do-	Anantharam
	-do-	Nagireddypally
	-do-	Chandampet
	-do-	Nadigudem
	-do-	Azmapur
	-do-	Chintapally
	-do-	Padmatapally
	-do-	Mattapally

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Mellacheruvu
	-do-	Kethapally
	-do-	Yerravaram
	-do-	Tummadam
	-do-	Vemulapally
	-do-	Vishnupuram
	-do-	Atmakur
	-do-	Narayanpur
	-do-	Edulur
	-do-	Kattangur
	-do-	Madhavaram
	-do-	Nakrekal
	-do-	Shaligouraram
	-do-	B. Vellumulla
	-do-	Tirumalagiri
	-do-	Peddavoora
	-do-	Choutuppal
	-do-	Gundrampally
	-do-	Anantharam
	-do-	Namavaram
	-do-	Nemmikal

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Nuthankal
	-do-	Velisala
	-do-	Arvapally
	-do-	Miryalguda
	-do-	Marriguda
	-do-	Matiampally
	-do-	Kanaoal
	-do-	Tripuraram
	-do-	Mothukur
	-do-	Gurampode
15.	Nellore	Kavali
	-do-	Kovur
	-do-	A.S. Pet
	-do-	Chejerla
	-do-	D.C. Palli
	-do-	S.R. Puram
	-do-	Armenipadu
	-do-	B.V. Palom
	-do-	Balireddipalem
	-do-	Ballavolu
	-do-	Chintavaram

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	G.V. Palem
	-do-	Kadivodu
	-do-	Kalluru
	-do-	Momidi
	-do-	Ojili
	-do-	Vadicherla
	-do-	Anantasagaram
	-do-	Chintaladoovi
	-do-	Mungamur
	-do-	Siddanakondur
	-do-	Dagadathi
	-do-	Damaramadugu
	-do-	Siddipuram
	-do-	Talamanchi
	-do-	Vavilala
	-do-	Chillakuri (CTR)
	-do-	Kalvakur (CTR)
	-do-	Anikepally
	-do-	Iskapalem
	-do-	Southmopur
	-do-	Chaganam

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Dachur
	-do-	Kondaleru
	-do-	Talpur
	-do-	D.V. Kandriga
	-do-	Duttalur
	-do-	Gandipalem
	-do-	Krishnapuram
	-do-	Narrawada
	-do-	Saipet
	-do-	Varikuntapadu
	-do-	Balayapalli
	-do-	Dakkili
	-do-	Nidigallu
	-do-	Veerampalli
	-do-	Nellore
	-do-	Tikkavaram
	-do-	Pottlapudi
	-do-	Rapur
	-do-	Turimerla
	Nizamabad	Kammarapalli (KAA)
	-do-	mendora

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Pochanpad
	-do-	Ranjerla
	-do-	Vannel (K)
	-do-	Bandapally
	-do-	Birkur
	-do-	Dongli
	-do-	Gandivet
	-do-	Kothabad
	-do-	Nasrullabad
	-do-	Choutpally
	-do-	Pachalanarkuda
	-do-	Padigal
	-do-	Ramadugu
	-do-	Sirikonda
	-do-	Yergatla
	-do-	Chandoor
	-do-	Hegdoli
	-do-	Kotgiri
	-do-	Mosra
	-do-	Neela
	-do-	Rudrur

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
<i>1</i>	<i>2</i>	<i>3</i>
	-do-	Saloor
	-do-	Thanakalan
	-do-	Jangampalli
	-do-	Errapahad
	-do-	Kondapur
	-do-	Rajampet
	-do-	Reddypet
	-do-	Sadasivnagar
	-do-	Jukkal
	-do-	Badripur
	-do-	Donkeswar
	-do-	Makloor
	-do-	Mamidipalli
	-do-	Atmakur
	-do-	Gandhari
	-do-	Sukhajeenvnagar
	-do-	Nizamabad
	-do-	Kamareddy
	-do-	Aloof
	-do-	Jakranpally
	-do-	Surbiryal

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Ranjal
	-do-	Yadapally
	-do-	Bibipet
	-do-	Kothapally
	-do-	Andhranagar
	-do-	Indalwai
	-do-	Jannepally
17.	Prakasham	Chirala
	-do-	Marella
	-do-	Santhamaguluru
	-do-	Arthaveedu
	-do-	C.S. Puram
	-do-	Chennupalli
	-do-	Thotavaripalem
	-do-	Eddanapudi
	-do-	Turjmella
	-do-	Gudluru
	-do-	Ramayapatnam
	-do-	Nagandda
	-do-	Pusapadu
	-do-	Kandukuru

<i>Sl No</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Machavaram
	-do-	Kambaladinne
	-do-	Mogalluru
	-do-	Kondepi
	-do-	Ethamukkala
	-do-	Kunkalamarru
	-do-	Pamidipadu
	-do-	Pothinemivanpalem
	-do-	Punuru
	-do-	Lingasamudram
	-do-	Mundlamuru
	-do-	Vaiaipara
	-do-	D Nidamannur
	-do-	Maddiralapadu
	-do-	Thimmasamudram
	-do-	Karavidi
	-do-	Pemamita
	-do-	Pamuru
	-do-	Muppavaram
	-do-	Panguluru
	-do-	Annamdhotlanpalem

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Peddadomala
	-do-	Podili
	-do-	Ponnaluru
	-do-	Karedu
	-do-	Woollapalem
	-do-	Tallur
	-do-	M. Nidamanuru
	-do-	T. Naidupalem
	-do-	Pothalapadu
	-do-	Tarlupadu
	-do-	Ooliapalli
	-do-	Kaluzuvvalapadu
	-do-	Tripuranthakam
	-do-	Vetapalem
	-do-	Pokuru
	-do-	Voletivaripalem
	-do-	Ongole
	-do-	darevu
	-do-	Kurichedu
	-do-	Ravinuthala
	-do-	Ammanadrolu

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Naguluppalapadu
	-do-	Kundurru
	-do-	Yerragondapalem
18.	Rangareddy	Lakshmapur
	-do-	Eliminedu
19.	Srikakulam	Bitiwada
	-do-	Purushottapuram
	-do-	Amruthalinga
	-do-	Nagaram
	-do-	Bhamini
	-do-	G. Sigadam
	-do-	Bathili
	-do-	Kothapalli
	-do-	Kurigam
20.	Visakhapatnam	Visakhapatnam
	-do-	Ananthagiri
	-do-	Varahapuram
	-do-	R.V. Nagar
	-do-	G. Madugula
	-do-	Colugonda
	-do-	Krishnadevipeta

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Hukumpeta
	-do-	Jamadevpeta
	-do-	Kowwuru
	-do-	Lothugedda Junction
	-do-	Manchangiput
	-do-	D. Yerravaram
	-do-	Natavaram
	-do-	Reddipalli
	-do-	Srirampuram
	-do-	Pedadayalu
	-do-	Lalamkodur
	-do-	Rambilli
	-do-	Ravikamatham
	-do-	Revidi
	-do-	Vemulapudi
21.	Vizianagaram	Vizianagaram
	-do-	Kasipatnam
	-do-	Badangi
	-do-	Therlam
	-do-	Chintapalli
	-do-	Konada

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Pulipalli
	-do-	Pinapenki
	-do-	Mentada
	-do-	Kotagandrelu
	-do-	G.R. Valasa
	-do-	Ravivalasa
	-do-	Perumali
	-do-	Alamanda
	-do-	Namidipalli
	-do-	Pachipenta
	-do-	Devada
	-do-	Vepada
	-do-	Denkada
	-do-	Dunkinavalasa
	-do-	Pedamanapuram
	-do-	G.L. Puram
	-do-	Ramabhadrapuram
22.	Warangal	Warangal
	-do-	Bachannapet
	-do-	Maddur
	-do-	Narmetta

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
<i>1</i>	<i>2</i>	<i>3</i>
	-do-	Bupalapalli
	-do-	Teegalaveni
	-do-	Bheemaram
	-do-	Devaruppala
	-do-	Palakurthy
	-do-	Amangal
	-do-	Chinnagudur
	-do-	Ingurthy
	-do-	Kambalapally
	-do-	Kurvi
	-do-	Mannegudem (KHM)
	-do-	Munagalaveedu
	-do-	Penugonda
	-do-	Upparagudem
	-do-	Danthalapally
	-do-	Haripirala
	-do-	Narshimulupet
	-do-	Nellikuduru
	-do-	Yelizerta
	-do-	Chelpur
	-do-	Kasimdevpet

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Laxmidevpet
	-do-	Ashoknagar
	-do-	Girmibavi
	-do-	Nallaballi
	-do-	Nekkonda
	-do-	Arepally
	-do-	Atmakur
	-do-	Gopalpur
	-do-	Madikonda
	-do-	Panthini
	-do-	Pegadapally
	-do-	Reddipuram
	-do-	Thimmapur
	-do-	Warangal
	-do-	Yelukurthy-H
	-do-	Enugal
	-do-	Konkapaka
	-do-	Labarthy
	-do-	Nandanam
	-do-	Parvathagiri
	-do-	Raiparthy

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Wardhannapet
	-do-	Parkal
23.	West Godavari	Akiveedu
	-do-	Bhimavaram
	-do-	Narsapur
	-do-	Tanuku
	-do-	Alamuru
	-do-	Bhimadole
	-do-	C.G. Palem
	-do-	Konalapalli
	-do-	Errampalli
	-do-	K. Kota
	-do-	Seethanagaram
	-do-	Tedlam
	-do-	Devarapalli
	-do-	Rajavaram
	-do-	Jeelugimilli
	-do-	Bayyanagudem
	-do-	Duramamidi
	-do-	Kamayyapalem
	-do-	Kuyyalagudem

<i>Sl.No.</i>	<i>District</i>	<i>Name of Exchange</i>
1	2	3
	-do-	Puchikápadu
	-do-	R. Ganapavaram
	-do-	Kondalaraopalem
	-do-	Kadiyadda
	-do-	Eturu
	-do-	Kovvuru
	-do-	Palakole

Staff Quarters in Nagpur

3830. SHRI SHANTARAM POTDUKHE:
Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether some staff quarters at Nagpur are lying vacant since last four years;

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

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

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) Yes, Sir.

(b) 24 Type B and 12 Type C quarters at Nagpur were lying vacant due to inability of the municipal authorities to arrange water supply to the colony. Now the Department is making its own arrangements for supply of water.

(c) These quarters have since been allotted to the willing employees.

Capacity Utilisation in Telecom

3831. SHRIMATI DIPIKA H. TOPIWALA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have made any assessment of the capacity utilisation in the telecom sector;

(b) if so, the details thereof;

(c) the details of installed and utilised capacity; and

(d) the steps contemplated to increase the capacity utilization?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) Yes, Sir.

(b) Details of telephone capacity

utilisation in the country during the last three years is given below:

<i>Year</i>	<i>Percentage Utilisation of equipped capacity</i>
1991-92	85.67
1992-93	85.20
1993-94	82.04

It is normal to increase utilisation of capacity in a phased manner from 60% at the time of commissioning of a new telephone exchange to gradually reach to 90% in a few months time of the installation of exchange for allowing the augmentation, testing and commissioning of the out-door plant work.

(c) Details of installed and utilized capacity as on 30.6.94 are as below:

i)	Installed Capacity = 9907115
ii)	Utilized Capacity = 8234103
iii)	% of Utilized Capacity = 83.11%

(d) Guidelines are available in the Department of Telecommunications to ensure optimum utilization of the installed capacity. There may be a marginal fall in the capacity utilization at the time of commissioning of New Telephone Capacity. But in the next few months, the connections are given from the spare capacity available till the exchange becomes due for next expansion.

[*Translation*]

Mobile Collection Centres in Delhi

3832. DR. RAMAKRISHNA
KUSMARIA:
SHRI SATYA DEO SINGH:
SHRI BRIJBHUSHAN
SHARAN SINGH:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have formulated any scheme to provide mobile collection centres for telephones bills in Delhi;

(b) if so, the details thereof;

(c) whether there is any proposal to implement this scheme in other parts of the country also; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) and (b). A proposal is under consideration to start Mobile Collection Centres on experimental basis in Delhi to collect payment of bills by cheque from outlying areas and other localities not having any collection centre nearby.

(c) No, Sir.

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

[*English*]

Maintenance of N.H. 17

3833. SHRI HARISH NARAYAN PRABHUZANTYE: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the total length of National Highway 17 connecting Goa-Bombay via Mahad and the expenditure incurred on its maintenance during the last three years; year-wise;

(b) whether poor maintenance of this highway affects road traffic for a substantial period each year; and

(c) if so, the steps taken or proposed to be taken to make the highway traffic worthy throughout the year?

THE MINISTER OF STATE OF THE

MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (c). The length of National Highway No. 17 in Maharashtra and Goa States is 621 Km. The National Highway is maintained in a traffic worthy condition within the available funds. The funds are released to the respective State Governments for maintenance of all National Highways in the State and not National Highway-wise. The State Governments of Maharashtra and Goa have reported that expenditure incurred on maintenance of National Highway No. 17 during the last 3 years is as under:

(Rs. in lakh)

<i>Year</i>	<i>Maharashtra</i>	<i>Goa</i>
1991-92	391.41	21.74
1992-93	248.65	74.12
1993-94	483.04	63.64

Telephone Bills in Kerala

3834. SHRI THAYILJOHNANJALOSE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of disputed cases of telephone bills lying pending with Consumer Protection Forum in Kerala;

(b) the estimated loss suffered by the Government on this account; and

(c) the steps taken by the Government to settle those cases at the earliest?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) to (c). The information is being collected and the same will be laid on

the Table of the House.

Petrol/Diesel Outlets in Uttar Pradesh

3835. SHRI PRABHU DAYAL KATHERIA: SHRI HARIKEWAL PRASAD:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of retail petrol/diesel outlets set up in Uttar Pradesh so far;

(b) the number of retail outlets of petrol/diesel proposed to be set up in the State during 1994-95;

(c) whether the Government also propose to allot more LPG agencies there; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) There were 1968 retail outlets functioning in Uttar Pradesh as on 1.4.1994.

(b) to (d). 364 retail outlet dealerships and 72 LPG distributorships have been included in the current Marketing Plans for Uttar Pradesh, selection for which is underway in a phased manner through the Oil Selection Board (U.P.). It takes about 1 to 2 years for commissioning of a dealership/distributorship after issue of advertisement.

Dock Labour Boards

3836. SHRI LOKANATH CHOUDHURY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there is any proposal for merger of dock labour boards with the respective port trusts at all the major ports in the country; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) In order to bring in economy in port operations, the various Dock Labour Boards are sought to be merged with the respective

Port Trusts. This will lead to merger of the employees/workers and the assets and liabilities of the Dock Labour Boards with the respective Port Trusts. The merger will provide for more economical use of available manpower and will be brought about only after the respective Port Trust Boards and Dock Labour Boards have passed resolutions to merge and also after a local settlement is arrived at between the management and the Unions.

Developmental Works in Orissa

3837. SHRI ARJUN CHARAN SETHI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the specific developmental works both civil and improvement works being undertaken in the different postal divisions of Orissa Circle?

(b) whether the civil works under execution in the Bhadrak Postal Division are not yet completed; and

(c) if so, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) Details of the Civil projects are given in the attached Statement.

(b) Yes, Sir.

(c) Works are in progress.

STATEMENT

DETAILS OF THE ONGOING CIVIL PROJECTS

Sl. No	Name of the Project	Name of the Division
1.	Athagarh HO	Cuttack South Division
2.	Tigiria SO	
1.	Jajpur Town HO	Cuttack North Division
2.	Jajpur Road HO	
3.	Ersama SO	
4.	Madhuban SO (Paradeep)	
5.	10 Quarters at Paradeep (2 Type I, 6 Type II & 2 Type III)	
1.	DDA (P) Office Building at Cuttack	Cuttack City Division
2.	4 Type III, 4 Type IV & 2 Type V quaters at DDA(F) Compound, Cuttack	
3.	12 Type II quarters at Bidanasi Cuttack	
4.	Postal Civil Wing Stores at Link Road Cuttack	

Sl. No	Name of the Project	Name of the Division
5.	Biribati SO	Dhenkanal Division
1.	Hindol SO	
2.	Pallahada SO	
1.	Nayagarh HO	Puri Division
2.	Puri HO	
3.	9 Type II & 3 Type III quarters at Khurda	
1	Kakatpur SO	Bhubaneswar Division
2.	8 Type III quarters at Vani Vihar	
1.	Phulbani HO	Phulbani Division
1.	6 Type II quarters at Baragarh	Sambalpur Division
1.	Sonepur Raj SO	Balangir Division
2.	1 Type IV quarter at Bolangir	

Sl. No	Name of the Project	Name of the Division
1.	Banta SO	Bhadrak Division
2.	6 Type III quarters at Bhadrak	Sundargarh Division
1.	Bonaigath SO	Sundargarh Division
2.	Biramitrapur SO	Sundargarh Division
3.	Lathikata SO	Sundargarh Division
1.	Divisional Office, Ballasore	Balasore Division
2.	Extension to Balasore HO	Balasore Division
3.	Jaleswar HO	Balasore Division
4.	Rajniligiri SO	Balasore Division
5.	16 Type III, 24 Type II, 4 Type I and 1 Type IV quarters at Balasore	Balasore Division
1.	Hatrangpur HO Extension	Mayurbhanj Division

Sl. No.	Name of the Project	Name of the Division
2.	Baripada Bazar SO	
3.	2 Type III quarters at Rairangpur HO Compound	
4.	4 Type I, 12 Type II, and 1 Type IV quarters at Baripada	
1.	4 Type I, 8 Type II, 4 Type III and 1 Type IV quarter at Jeypore (K)	Koraput Division
1.	2 Type II and 2 Type III quarters at Parlakhemundi	Berhampur (GM) Division

Setting Up of Mining Industries

3838. SHRI ANADI CHARAN DAS: Will the Minister of MINES be pleased to state:

(a) the number of plants set up in Orissa, Bihar, West Bengal and Andhra Pradesh for the survey and exploration of minerals;

(b) whether the Government propose to expand these plants or set up new units; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF MINES (SHRI BALRAM SINGH YADAV): (a) No plants for survey and exploration of minerals in Orissa, Bihar, West Bengal and Andhra Pradesh have been set up. However, survey and exploration in these States is being carried out by Geological Survey of India (GSI), Mineral Exploration Corporation Limited (MECL) and State Governments.

(b) and (c). Does not arise.

[*Translation*]

Ore Refining facilities

3839. SHRI RAM PUJAN PATEL: Will the Minister of STEEL be pleased to state:

(a) whether indigenous ore refining facilities are available in the country so as to utilise the surplus iron ore produced; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHANDEV): (a) and (b). Kudremukh Iron Ore Company Limited (KIOCL), a 100% Export Oriented Unit located in Karnataka State, beneficiates iron ore for production of

iron ore concentrate and pellets. Beneficiation of iron ore is also undertaken by some of the mine owners in the Goa sector for export.

[*English*]

Oil Refineries

3840. SHRI KASHIRAM RANA:
SHRI CHETAN P. S.
CHAUHAN:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government have received a number of proposals from NRI's and MNC's for setting up of oil refineries and other allied units in various parts of the country; and

(b) if so, the details of such proposals received and cleared so far during the last two years?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) and (b). Government of India has issued a Letter of Intent to M/s International Petroleum SA (BVI), Switzerland, reportedly promoted by Shri Bhikhubhai Parmar, an NRI, to set up a 5 MMTPA oil refinery (expandable to 10 MMTPA) in Gujarat. An LOI has also been issued to M/s. Pal Refinery India Limited, Hyderabad for manufacture of lube oil multigrade, gas oil under 100% export oriented scheme.

Government has also approved the formation of Joint Venture Companies in India between Indian Oil Corporation Ltd. and Mobil International Petroleum Inc., USA; Bharat Petroleum Corporation Ltd. and Shell Overseas Investments; IBP and M/s Caltex

Petroleum, USA; Balmer Lawrie & Co. Ltd. and M/s NYCO, SA of France and Indian Oil Corporation Limited; and Balmer Lawrie & Co. with M/s Fuchs Petrolub, AG, Switzerland for blending/manufacture and marketing of lubricants and greases and HPCL - COLAS (France) joint venture for manufacture of Bitumen emulsion.

Pipeline Project from Haldia to Barauni

3841. DR. ASIMBALA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether there is a proposal for laying a direct pipeline from Haldia to Barauni refinery;

(b) if so, the details thereof;

(c) whether the IOC would implement the proposal initiated by a foreign agency; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) and (b). IOC has submitted a Detailed Feasibility Report to the Government to lay a crude oil pipeline from Haldia to Barauni. As per the Report, the length of the pipeline would be 515 kms at an approximate cost of Rs. 902.39 crores at June, 1994 price level and the project is expected to be completed in 42 months' time from final approval by Government.

(c) Presently there is no proposal by any Foreign Agency.

(d) Does not arise.

LPG Distributors in Kerala

3842. PROF. P.J. KURIEN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government have received complaints against the LPG distributors in Kerala State;

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

(c) the measures being taken to provide adequate quantity of cooking gas to the State?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) According to LPG marketing companies some complaints have been received against LPG distributors of Kerala.

(b) As and when such complaints are received, each complaint is investigated and appropriate action is taken against the erring distributor wherever it is established, under the Marketing Discipline Guidelines.

(c) At present, the requirements of the existing LPG consumers in Kerala are being met in full. Wherever any temporary backlog is reported, supplies are cleared by augmenting supplies through operation of LPG bottling plants during the extended hours and on Sundays and holidays for meeting the full demand of LPG in the affected markets.

[Translation]

Power Plant Load Factor of Thermal Power Stations

3843. SHRI KESHRI LAL: Will the Min-

ister of POWER be pleased to state:

(a) the average of plant load factor of all the Thermal Power Stations in the country from January to June, 1994, State-wise; and

(b) the steps taken by the Government for making optimum utilisation of the capacity of these Thermal Power Stations?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI P.V. RANGAYYA NAIDU): (a) State-wise/System-wise average plant load factor of ther-

mal power stations in the country during January'1994 to June'1994 is given in the attached Statement.

(b) Various measures being taken for optimum utilisation of the installed capacity in the country include Renovation and Modernisation of old units, assistance to Electricity Boars in undertaking plant betterment programmes, supply of requisite quantity and quality of coal, training of operation and maintenance personnel and strengthening of Transmission and Distribution system

STATEMENT

STATEWISE AVERAGE MONTHLY PLANT LOAD FACTOR (%) OF THERMAL STATIONS FROM JAN., 1994 TO JUNE, 1994

IS FURNISHED BELOW:

State/ System	Average P.L.F. (%) Jan.94 to June 94	Plant Load Factor (%)					
		Jan.94	Feb.94	March 94	April 94	May 94	June 94
Delhi	67.2	67.1	76.0	72.6	57.8	64.9	65.0
Haryana	47.9	54.8	44.6	50.1	50.8	42.2	45.0
Rajasthan	91.9	91.8	93.7	97.2	90.7	90.1	87.9
Punjab	64.0	69.3	67.0	66.0	56.9	59.7	64.9
U.P.	65.3	71.6	72.6	69.4	62.9	58.6	56.7
Gujarat	68.5	67.6	71.1	71.8	71.4	58.3	
Maharashtra	64.1	63.6	66.6	64.9	66.4	65.3	57.5

State/ System	Average P.L.F. (%) Jan. 94 to June 94	Plant Load Factor (%)					
		Jan. 94	Feb. 94	March 94	April 94	May 94	June 94
M.P.	70.6	76.1	76.0	79.7	69.8	67.8	54.4
A.P.	81.9	86.9	82.2	87.6	83.1	75.3	76.0
Karnataka	72.4	64.6	82.0	73.6	72.5	71.9	69.9
Tamil Nadu	68.1	60.7	72.4	70.2	68.4	69.7	66.9
Bihar	25.1	24.1	26.9	27.7	27.0	22.5	22.3
Orissa	39.7	34.8	42.7	46.8	41.1	38.6	34.4
West Bengal	56.9	53.8	53.3	58.2	60.4	60.5	55.3
DVC	43.9	44.8	46.1	50.8	45.2	39.9	36.5
Assam	26.9	23.0	31.9	29.6	29.8	25.5	21.6

[English]

Widening of National Highways

3844. SHRI K.T. VANDAYAR: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the amount provided for development and widening of National Highways in Tamil Nadu during 1992-93 and 1993-94;

(b) the number of National Highways in the State taken up for development, maintenance and repairs and the progress made so far in this regard during the above period; and

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

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) The amount provided for development (including widening) of National Highways in Tamil Nadu during 1992-93 and 1993-94 are Rs. 1600.00 lakhs and Rs. 3150.00 lakhs respectively.

(b) and (c). Development and Maintenance including repairs of National Highways is a continuous process and the National Highways are maintained in traffic worthy condition within the available funds.

LPG Distributorship

3845. SHRI RAMESH CHENNITHALA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the minimum population for which an LPG distributor is appointed at present;

(b) whether there is any proposal to review the present norms; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) LPG distributorships are set up at all district headquarters and those towns which are having a population of 20,000 and above in a phased manner subject to economic viability and product availability.

(b) No, Sir.

(c) Does not arise.

EU's Draft Document on Kashmir

3846. SHRI GURUDAS KAMAT: KUMARI SHUSHILA TIRIYA:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether European Union lists Kashmir among the three regional districts in its draft document "Towards a New Asia Strategy"; and

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

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SALMAN KHURSHEED): (a) and (b). A draft working paper entitled "Towards a New Asia Strategy" prepared by the European Commission contains an observation that the European Union should seek to make a positive contribution to regional security dialogues in Asia. In this context, a reference is made in the paper to regional disputes in Korea, Spratly and Kashmir. The draft paper is yet to be considered by the Council of the European Union and does not at present constitute European Union policy. Govern-

ment have drawn the attention of the German Presidency that any reference to Kashmir as a "regional dispute" can only serve to encourage Pakistan to seek internationalisation of the Kashmir issue which would not be in line with the stated consensus position of the European Union which supports a genuine bilateral dialogue between India and Pakistan to resolve all matters between the two countries.

Telephone Services in Rural Areas

3847. SHRI A. ASOKARAJ: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the steps taken or proposed to be taken by the Government to make telephone services available at cheaper rates in the rural areas of the country;

(b) whether there is any proposal to reduce the annual rent and call charges for rural based telephones;

(c) the number of villages to be covered under this scheme in Tamil Nadu; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) The rental in rural areas is already low compared to urban areas and is highly subsidised. Besides, the rural areas which are mainly served by Flat Rate Exchanges, do not have separate charges for Subscriber Dialed Calls. Charges for trunk calls made from Long Distance Public Telephones — which cater to rural areas — are also only 50% of the normal charges.

(b) No, Sir.

(c) and (d). The charges at (a) above

are applicable through-out the country.

[Translation]

Privatisation of Goods Transport

3848. SHRI TEJ SINGHRAO BHONSLE: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there is any proposal to allow the private companies for goods transportation on Inter-State inland waterways;

(b) if so, the details thereof;

(c) the steps taken or proposed to be taken by the Government to promote Inter-State inland waterways; and

(d) the amount earmarked for the development of the Inter-State inland waterways during the 8th Plan period?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b). The Inland Waterways Authority of India is responsible for development of National Waterways which may pass through one State or more than one State. Private companies are already transporting goods in these National Waterways viz. Ganga-Bhagirathi-Hooghly System (an Inter-State National Waterway), the river Brahmaputra (within the State of Assam), and the West Coast Canal (within the State of Kerala).

(c) The only Inter-State National Waterway is under development for navigation from Haldia to Allahabad. Instructions have been issued to the IWA to maintain 2 m. depth in National Waterways No. 1 and 2. Developmental works are under way in National Waterway No. 3 (The West Coast Canal), which was declared as such only

recently i.e. in February, 1993.

(d) There is no specific provision in the Budget exclusively for development of Inter-State inland waterways. Such waterways are being developed from the overall budget allocation for development of waterways in the country.

[*English*]

Condition of Harbours

3849. SHRI RAJNATH SONKAR SHASTRI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether attention of the Government has been drawn to the news item regarding condition of Harbours appearing in 'Dainik Jagran' dated July 31, 1994.

(b) if so, the facts thereof; and

(c) the steps proposed to be taken to bring the Indian harbours at par with other harbours of the world?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b and c). Improving the productivity of Ports is a constant endeavour of the Government. With improvement in productivity, the capacity of Ports increase. In the Eighth Five Year Plan an outlay of Rs. 2948.00 crores has been provided to upgrade the facilities, increase productivity and capacities of various Major Ports.

Telecom Facility in Maharashtra

3850. SHRI PRAKASH V. PATIL: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have formulated any plan to provide telecommunication facilities in backward and tribal areas of Maharashtra;

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

(c) if not the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) to (c). Information is being compiled and will be laid on the Table of the House.

[*Translation*]

Composition of Members of Oil Selection Board

3851. SHRI HARI KEWAL PRASAD:
SHRI RAM KRIPAL YADAV:
SHRI S.B. SIDNAL:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the composition of the members of the Oil Selection Board since January 1992 to date;

(b) the dates on which changes in the composition of Oil Selection Board has been made during the aforesaid period with reasons for inclusion of old Members in the new Boards;

(c) the reasons for not reconstituting the Oil Selection Board for some States; and

(d) the time by which the Oil Selection Boards are likely to be constituted?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATU-

RAL GAS (CAPT. SATISH KUMAR SHARMA): (a) to (d). There was no Oil Selection Board (OSB) during the year 1992.

Seventeen Oil Selection Boards were constituted by Government on 1.1.1993 each as under:

(i)	A retired Judge of a High Court	-	Chairman
(ii)	A representative of SC/ST/ Other weaker sections	-	Member
(iii)	A prominent public figure	-	Member

The tenure of these Oil Selection Boards is for a period of upto 2 years from the date of appointment. allocation of Kerosene from time to time. However, on account of constraints of product availability, foreign exchange and heavy subsidy involved, it is not possible to meet the full demand of the States. Moderate increase has been given to Punjab during the past year and the current year.

(d) the impact of this overcharging of licence fee on the profitability of the petrol dealers; and

(e) whether the dealers commission is increased with every increase of the licence fee charged by the oil corporations?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) No, Sir.

[English]

Licence Fee for Petrol Pumps

(b) to (d). Do not arise.

3852. SHRI G. DEVARAVA NAIK: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(e) Licence Fee Recovery from RPO dealers has been increased twice during the last 10 years. On both the occasions dealers' commission was also increased.

(a) whether the licence fee for each petrol pump used to be deposited by the oil marketing corporation and thereafter it was received from the petrol pump dealers on actual basis before 1975-76;

[Translation]

Telephone Connections in Delhi

(b) if so, whether in a meeting it was decided with the concurrence of the Ministry to charge more fee than actually deposited from the dealers;

3853. SHRI AVTAR SINGH BHADANA: Will the Minister of COMMUNICATIONS be pleased to state:

(c) when was this meeting held and the other details thereof;

(a) whether the Government have released lakhs of telephone connections in Delhi during the last six months;

(b) if so, the details thereof; and

(c) the year upto which the waiting list has been cleared?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) Yes Sir.

(b) Total addition of telephones from 1.1.94 to 30.6.94 (six months) is 107563.

(c) Based on the position as reported on 1.7.94, the oldest pending waiting list under OYT and Special category is 30.6.91 and General category is 8.10.87. However the OYT and Special category is current in many exchange areas and General category is released up to 30.4.94 in some exchange areas.

[English]

Indian Council for World Affairs

3854. SHRI ANNA JOSHI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government had sanctioned any grant-in-aid to Indian Council for World Affairs (ICWA) on recurring basis or ad hoc basis;

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

(c) the condition laid down thereon;

(d) whether ICWA has been permitted to hold any international seminars with the financial assistance from the Government; and

(e) if so, the details thereof and the conditions laid down in this regard?

THE MINISTER OF STATE IN THE

MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA): (a) and (b). During the last three years, the Government has not sanctioned any grant-in-aid to Indian Council of World Affairs on recurring basis or ad hoc basis.

(c) Does not arise.

(d) No, Sir, the Indian Council of World Affairs has not received any financial assistance for holding any international seminars.

(e) Does not arise.

P.M.G. Offices

3855. SHRI GIRDHARI LAL BHARGAVA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the criterial guidelines adopted by the Government for establishing offices of Post Master General and General Manager, Telecom other than at Circle Headquarters;

(b) the places where such offices exist other than circle headquarters;

(c) whether the Government plans to establish offices of Post Master General and General Manager, Telecom at Dibrugarh; if so, by when; and

(d) if not the reasons thereof?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) The criteria/guidelines adopted for establishing offices of Postmaster General and General Manager, Telecom are as under:

(i) With a view to decentralise the

management of Postal services and bringing the decision-making level closer to field operations, a scheme to have Regional Offices headed by Postmasters General away from Circle Headquarters was introduced in the Department of Post in 1989.

- (ii) Normally, a General Manager's Office is established other than at Circle Headquarters when the number of equivalent direct exchange lines cross 30,000. But, in view of recent economy measures and tightening of norms, this is done at 34,500 lines.

(b) A statement showing places where such offices exist, other than at Circle headquarters is annexed.

- (c) and (d). (i) It is proposed to shift the headquarters of the Postmaster General, Assam Region, from Guwahati to Dibrugarh after a suitable building and other infrastructural facilities are available.
- (ii) There are no plans to establish a General Manager, Telecom Office at Dibrugarh at present, as the workload, as per the norms, does not justify it.

STATEMENT

(1) LIST OF OFFICES OF PMG OTHER THAN AT CIRCLE HEADQUARTERS

Sl.No.	Office of PMG	Headquarters
1.	Kurnool Region	Kurnool
2.	Vijayawada Region	Vijayawada
3.	Visakhapatnam Region	Visakhapatnam
4.	Muzaffarpur Region	Muzaffarpur
5.	Ranchi Region	Ranchi
6.	Rajkot Region	Rajkot
7.	Vadodara Region	Vadodara
8.	North Karnataka Region	Dharwar
9.	Calicut Region	Calicut
10.	Cochin Region	Cochin

Sl.No.	Office of PMG	Headquarters
11.	Indore Region	Indore
12.	Raipur Region	Raipur
13.	Pune Region	Pune
14.	Nagpur Region	Nagpur
15.	Aurangabad	Aurangabad
16.	Goa Region	Goa
17.	Sambalpur Region	Sambalpur
18.	Berhampur Region (GM)	Berhampur
19.	Eastern Rajasthan Region	Ajmer
20.	Jodhpur Region	Jodhpur
21.	Coimbatore Region	Coimbatore
22.	Madurai Region	Madurai

Sl.No.	Office of PMG	Headquarters
23.	Tiruchirapalli Region	Tiruchirapalli
24.	Kanpur Region	Kanpur
25.	Dehradun Region	Dehradun
26.	Allahabad Region	Allahabad
27.	Gorakhpur Region	Gorakhpur
28.	Agra Region	Agra
29.	Bareilly Region	Bareilly
30.	North Bengal and Sikkim Region	Siliguri

Sl.No.	Office of PMG	Headquarters
(ii) Telecom Districts other than in Circle headquarters headed by General Managers		
<u>CIRCLE</u>		
Andhra Pradesh	(1) Vijayawada (Krishna), (2) Guntur, (3) Rajahmundry (East Godavari), (4) Visakhapatnam	
Assam	---	
Bihar	---	
Gujarat	(1) Rajkot, (2) Surat, (3) Vadodara, (4) Mehsana (5) Nadiad (Kheda)	
Haryana	(1) Faridabad, (2) Karnal	
Himachal Pradesh	---	
Jammu & Kashmir	---	
Karnataka	(1) Mangalore, (2) Mysore	
Kerala	(1) Ernakulam, (2) Calicut, (3) Trichur, (5) Cannanore, (6) Kottayam	
Madhya Pradesh	(1) Indore, (2) Jabalpur	

Sl.No.	Office of PMG	Headquarters
Maharashtra	(1) Pune, (2) Kalyan, (3) Nagpur, (4) Nasik, (5) Panjim (Goa), (6) Kolhapur	
North East	---	
Punjab	(1) Amritsar, (2) Jalandhar, (3) Ludhiana, (4) Pathankot, (5) Ferozepur, (6) Chandigarh	
Orissa	---	
Rajasthan	---	
Tamilnadu	(1) Coimbatore, (2) Trichy, (3) Madurai, (4) Salem, (5) Erode	
Uttar Pradesh	(1) Kanpur, (2) Varanasi, (3) Ghaziabad	

[*Translation*]

Pradesh.

National Highways in Uttar Pradesh[*English*]

3856. SHRI ARJUN SINGH YADAV: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the number of national highways passing through Uttar Pradesh and the total length thereof;

(b) the percentage length of these highways to the total length of the national highways in the country; and

(c) the details of the various ongoing works on different national highways in the State?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JĀGDISH TYTLER): (a) There are eleven national highways having an aggregate length of 2613 km in Uttar Pradesh.

(b) 7.67

(c) 117 road works and 21 bridge works are in different stages of progress on various National Highways in the State of Uttar Pradesh.

Retail Outlets of SKO/LDO by IOC

3857. SHRI S.B. SIDNAL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of retail outlets including SKO/LDO dealership and LPG distributorship commissioned by Indian Oil Corporation Limited during each of the last three years;

(b) the States Union Territories where these outlets have been commissioned; and

(c) the number of such outlets to be commissioned during 1994-95?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) and (b). The number of retail outlets, SKO-LDO dealerships and LPG distributorships commissioned by Indian Oil Corporation at different locations throughout the country during the last three financial years is as under:

Year	RO	SKO	LPG
1991-92	13	10	81
1992-93	18	8	75
1993-94	127	25	85
Total:	158	43	241

(c) 1519 retail outlet dealerships, 623 LPG distributorships and 202 SKO/LDO dealerships have been included in the current marketing plans of the Oil Industry.

Actual commissioning of dealerships will depend on various factors such as the number of candidates applying in response to advertisements and the number of inter-

views that could be conducted by the Oil Selection Boards and arrangement of land and other facilities by allottees.

[*Translation*]

LPG Connections

3858. SHRI VISHWANATH SHASTRI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government have given powers to Secretary and Joint Secretaries of his Ministry to issue new LPG connections;

(b) if so, the quota fixed for a year for them; and

(c) the total number of LPG connections issued by them during the last two years?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) The Secretary, Joint Secretary (Marketing) and Director (Marketing) of the Ministry are authorised to sanction new LPG connections on priority.

(b) No quota has been fixed for this purpose.

(c) During the calendar years 1992 and 1993, a total of 4792 domestic LPG connections have been sanctioned by the Joint Secretary (Marketing) and Director (Marketing).

Environmental Pollution by Thermal Power Plants

3859. SHRI SANAT KUMAR MANDAL: Will the Minister of POWER be pleased to state:

(a) whether thermal power plants emit highly toxic mercury into the environment;

(b) if so, the details thereof, including the environmental pollution caused by these plants; and

(c) the steps proposed to be taken to check it?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI P.V. RANGAYYA NAIDU): (a) to (c). The information is being collected and will be laid on the Table of the House.

Telephone Exchanges in Hilly Areas of U.P.

3860. SHRI MANABENDRA SHAH: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of telephone exchanges proposed to be commissioned during 1993-94 in the hilly districts of Uttar Pradesh; and

(b) the places where the telephone exchanges have been commissioned so far out of them and to be commissioned during 1994-95?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) and (b). During the year 1993-94, 18 exchanges were planned to be commissioned in the hilly districts of Uttar Pradesh. Of these, exchanges at 10 places were commissioned during 1993-94 and the remaining 8 are planned to be commissioned during 1994-95. Details are given in the attached Statement.

In addition to the above 33 Nos. of Telephone Exchanges are also planned to be commissioned in hilly districts of Uttar Pradesh during 1994-95.

STATEMENT*I. Places where telephone exchanges have been Commissioned during 1993-94*

<i>Sl. No.</i>	<i>Name of District</i>	<i>Name of Place/ Exchange</i>
1.	Pithoragarh	Pithoragarh
2.	Nainital	Ramnagar
3.	Nainital	Pantnagar
4.	Nainital	Bazpar
5.	Nainital	Sitarganj
6.	Nainital	Ranikhet
7.	Dehradun	Dehradun
8.	Dehradun	Mussorie
9.	Pauri	Srinagar
10.	Dehradun	Raipur

II. Places where telephone exchanges are planned to be commissioned during 1994-95

<i>Sl.</i>	<i>Name of District</i>	<i>Name of Place/ Exchange</i>
1.	Nainital	Kichha
2.	Nainital	Gadarpur
3.	Nainital	Janakpur
4.	Dehradun	Rajpur
5.	Dehradun	Doiwala

<i>Sl.</i>	<i>Name of District</i>	<i>Name of Place/ Exchange</i>
6.	Dehradun	Dak Pathar
7.	Chamoli	Karanprayag
8.	Chamoli	Rudraprayag

In addition to above 33 Nos. of Telephone Exchanges are also planned to be commissioned in Hilly Districts of Uttar Pradesh during 1994-95.

ED Stamp Vendors in Haryana

3861. SHRIMATI BHAVANA CHIKHALIA Will the Minister of COMMUNICATIONS be pleased to refer to the reply given to Unstarred Question No. 6671 on May 9, 1994 and state:

(a) whether the requisite information has since been collected;

(b) if so, the details thereof;

(c) if not, the reasons for delay; and

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

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) Yes, Sir.

(b) to (d). Details have already been furnished in the implementation report dated 28.6.94 in liquidation of the assurance given in reply to Unstarred Question No. 6671 dated 09.05.94. A Statement regarding implementation report is attached.

STATEMENT

IX SESSION, 1994 OF TENTH LOK SABHA

Ministry of Communications		Department of Posts		Date of fulfilment: 28.6.94	
Q.No. Date	ED Subject	Promise Made	When and How fulfilled	Reasons for Delay	
1	2	3	4	5	
USQ No. 6671, Dt.9.5.1994 By Sh. Rajesh Kumar	ED STAMP VENDORS IN HARYANA ASKING FOR: (a) the number of ED Stamp Vendors relie- ved from various General Post Offices in Haryana & Particularly from Gurgaon in 1986		28-06-1994	(a) 38 ED Stamp Vendors were declared surplus and relieved from service in Haryana in- cluding Gurgaon in 1986	
		(a) to (d): the information is being collected and will be placed on the Table of the House			

<i>Ministry of Communications</i>		<i>Department of Posts</i>		<i>Date of fulfilment: 28.6.94</i>	
<i>Q.No.</i>	<i>Date</i>	<i>ED Subject</i>	<i>Promise Made</i>	<i>When and How fulfilled</i>	<i>Reasons for Delay</i>
1	2	(b) the number of such ED Stamp Vendors who have since been reappointed	3	4	5
				(b) 23 such ED Stamp Vendors have been re-appointed within the Department. The remaining ED SVs have either declined alternative ED jobs or have got employment outside the Department, or have died or have failed to respond to offers or have incurred disability owing to being subsidiary offenders in a case of bogus Money-Orders.	
		(c) the number of such ED Stamp Vendors from CPO, Gurgaon who		(c) & (d) One ED SV declared surplus in Gurgaon Head Office has not been reappoin-	

Ministry of Communications		Department of Posts		Date of fulfillment: 28.6.94	
Q.No. Date	ED Subject	Promise Made	When and How fulfilled	Reasons for Delay	
1	2	3	4	5	
	<p>have not so far been reappointed and, the reasons therefore, and (d) the time by which these are likely to be reappointed</p>		<p>ted as both the offers of appointment in alternative ED jobs were declined by him. As per existing instructions having a bearing on deployment of surplus ED Agent, this ED SV has become ineligible for deployment.</p>		

Performance of Shipyards

3862. SHRI VIJAY NAVAL PATIL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Indian Shipyards are receiving orders from foreign shipping companies for the manufacture of ships;

(b) if so, the details thereof; and

(c) the steps taken/proposed to be taken to improve productivity/performance of the shipyards?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Indian Shipyards in Public Sector are not receiving orders from foreign shipping companies for the manufacture of ships.

(b) Does not arise.

(c) The following steps have been taken/proposed to be taken to improve productivity/performance of the Public Sector Shipyards:

- (1) Shipyards adopting latest technology of production and standardisation of equipments and fittings to reduce cost.
- (2) Capital restructuring of shipyards, namely, Cochin Shipyard Limited and Hindustan Shipyard Limited.
- (3) Revision of Pricing formula for ocean going vessels built at Indian Shipyards.

(4) A number of schemes are under implementation/consideration to modernise shipyards during 8th Plan period.

(5) Periodic review and monitoring of Public Sector Shipyards' progress by the Ministry.

(6) Following modern inventory control systems in Shipyards.

(7) Optimum utilisation of existing facilities.

(8) Production planning and control.

(9) Diversification of Shipyard's activities.

(10) Increased marketing efforts by shipyards to obtain more order of ships.

(11) Liberalisation of import/export policy.

(12) Reduction in manpower under voluntary retirement scheme.

(13) Setting up of National Ship Design & Research Centre (NSDRC) at Visakhapatnam for cost effective and high quality design of ships.

(14) Indian Shipyards are allowed liberal import of designs and technology collaboration with foreign shipyards.

(15) Increased standardisation and computerisation.

LPG Bottling Plant in Kerala

3863. SHRI KODIKKUNNIL SURESH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government propose to set up new LPG bottling plant in Kerala during 1994-95; and

(b) if so, the details thereof along with names of places identified therefor?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) and (b). There is a plan to set up a new LPG bottling plant with an annual capacity of 22 TMTPA at Quilon, during the VIII Plan.

Multinationals in Ice-cream manufacturing

3864. SHRI MANIKRAO HODLYA GAVIT: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether any Expert Working Group was constituted by the Government to study the ice-cream industry;

(b) if so, the recommendations made by this study group; and

(c) the reaction of the Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGOI): (a) At the request of the National Dairy Development Board to dereserve the manufacturing of ice cream, a Working Group was set up in the year 1989.

(b) and (c). Recommendations of the Committee inter alia includes selective permission for cooperative and public sector units to manufacture ice cream in the large scale, increasing public awareness, decreasing of retailers margin, encouraging local processing, encouraging technology transfer from advanced countries, allow import of proprietary emulsifiers and stabilisers, encouraging ice cream mix manufacturing and its sale by cooperative and public sector units, removal of constraints for its growth etc. In addition to various other factors, recommendations of such study groups are also taken into consideration.

The policy of reservation is applicable to all sectors including public, cooperative and private sector units.

Condition of National Highway 16

3865. SHRI G. GANGA REDDY: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the National Highway 16 in Teléngana region in Andhra Pradesh is in a bad shape;

(b) if so, the action taken or proposed to be taken thereon;

(c) whether there is any proposal to widen the National Highway 16 from Penket to Jagdalpur; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (d). The maintenance and repairs of National Highways is a continuous process and the National Highways are generally maintained in

traffic worthy condition within the available funds. The work of widening of NH-16 in selected reaches for a total length of 30 km. is included in the VIII Plan and would be taken up subject to availability of funds.

Oil Wells in K.G. Basin and Cauveri

3866. SHRI DHARAMABHIKSHAM: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of new oil wells detected in Krishna-Godavari basin and Cauveri during the last three years; and

(b) the details of such wells in Andhra Pradesh?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) and (b). During the three year period from April 1991 to March 1994, 11 wells in KG Basin and 26 wells in Cauvery Basin were found to be oil bearing. These include the wells Mori-2, Kesanapalli, Mandapota-12 and Mori-5 in Andhra Pradesh.

Corruption in SAIL

3867. SHRI V. SREENIVASA PRASAD: Will the Minister of STEEL be pleased to state:

(a) whether the Steel Authority of India Limited has constituted an enquiry committee to look into the charges of corruption against some officers of Kiriburu and Meghahataburu mines;

(b) if so, the findings of the Committee;

(c) whether SAIL has taken appropriate action against the erring officers;

(d) if not, the reasons therefor; and

(e) the steps taken to handover the enquiry committee report to either CBI or CVO?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) No corruption charges are pending against any officer of Kiriburu and Meghataburu Mines and as such no enquiry committee has been constituted.

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

Family Pension

3868. SHRI INDRAJIT GUPTA: Will the Minister of COMMUNICATIONS be pleased to refer to the reply given to the Unstarred Question Number 6818 dated May 9, 1994 and state:

(a) whether the requisite information has since been collected;

(b) if so, the details thereof;

(c) if not the reasons therefor; and

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

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) Yes, Sir.

(b) The details of the cases are shown in the letter No. 45-6/94-PEN dated 9-8-1994, attached as Statement I, II and III.

(c) Question does not arise.

(d) The requisite information has been submitted to the Ministry of Parliamentary Affairs on 9-8-94 for implementation of the

assurance.

STATEMENT-I

MINISTRY OF COMMUNICATIONS
(DEPARTMENT OF POSTS)

No. 45-6/94-Pen. Dated New Delhi,
the 9th Aug., 1994.

Subject: Parliament Assurance in the
Lok Sabha Unstarred Question
No. 6818 replied on 9-5-1994 -
submission of Implementation
report.

The undersigned is directed to refer to the Department of Parliament Affairs O.M.No.IX/C(46)USQ.6818-LS/94, dated 23.5.94 on the subject noted above and to enclose herewith 15 copies each of the implementation report in English and Hindi. It is requested that the same may be laid on the table of the House to liquidate the Assurance. The date of implementation may also be communicated to this Department.

The implementation report has the approval of Minister of State for Communications.

sd/-
(B.D. Baweja)
Assistant Director General (Pen.)

Encls: As above

Shri Amar Chand,
Under Secretary,
Min. of Parliamentary Affairs,
R.No. 143, Gali No. 12/11,
Jamnagar House, New Delhi.

Copy to:

S.O. (Parliament Sec.) Postal Services Board, Dak Bhavan, New Delhi. One copy each is English and Hindi of Implementation Report is enclosed for information.

sd/-
(B.D. Baweja)
Asstt. Director General (Pen.)

Ministry of Communications

Department of Posts

Date of fulfilment: 9-8-94

Q. No.	Date	Subject	Promise Made	When and How fulfilled	Reasons for Delay
1		2	3	4	5
USQ No. 6818 dt. 9-5-94 by Shri Tara Singh		FAMILY PENSION Asking (a) whether a large number of applications for family pension rules from the widows of erstwhile departmental employees have been pending for decision & finalisation	(a) to (e) The information is being collected & will be laid on the Table of the House	(a) & (b) There is no case pending in West Bengal Circle. However one case in Bihar Circle and one case in Orissa Circle are reported pending for finalisation. In both the cases, the widows have since died before receiving payment.	

Ministry of Communications	Department of Posts	Date of fulfilment: 9-8-94			
Q.No. Date	Subject	Promise Made	When and How fulfilled	Reasons for Delay	
1	2	3	4	5	
	in the Office of Chief Post Master General, Orissa, West Bengal and Bihar;				
	(b) whether some of the widows could not get the family pension during their lifetime;	(c) to (e) Details of these two cases are shown in the enclosed Annexure I & II			
	(c)	if so, the details thereof;			
	(d)	whether the Govt. would direct the offices to expedite the process of finalisation of payment; and			
	(e)	if not, the reasons therefor?			

STATEMENT-II**ORISSA CIRCLE**

Smt. Mamta Banerjee w/o late Shri Ravinder Nath Banerjee had submitted an application on a plain paper claiming family pension on 10.4.92. She had stated that her late husband retired from Deoghar in Bihar and was drawing his pension from Calcutta and expired sometime in the year 1965. After obtaining reports from Chief Postmaster General, Bihar, it was confirmed that the late official did not retire from that circle. On the basis of report of Calcutta from where the late official was drawing his pension, it was established that the official's pension case was received from Addl. Postmaster General, Puri (Orissa) as the late official retired as Head Clerk from Cuttack Division. Smt. Mamta Banerjee did not submit her claim in prescribed form alongwith evidence/ documents in support of her claim and died on 31-5-93 as reported by Smt. Minati Chakravorty daughter of Smt. Mamta Banerjee. Smt. Minati Chakravorty preferred claim for the family pension arrears of her mother on behalf of her sister and brothers. A set of claim papers in prescribed form alongwith instructions to submit all relevant documents alongwith succession Certificate and Affidavit has been sent to Smt. Minati Chakravorty, daughter of late Smt. Mamta Banerjee, in support of her claim. The claim papers have not yet been received from Smt. Minati Chakravorty.

STATEMENT-III**BIHAR CIRCLE**

In this case, Late Shri Narsing Sahaya, Ex. SPM, Hayaghat, Bilaspur (Darbhanga) retired on 30.6.1937 and expired on 15.2.1945. Smt. Budhi Devi, his widow submitted application for family pension with an

affidavit claiming to be the widow of late official. While enquiry was in progress, Smt. Budhi Devi died on 15.6.87 leaving behind three sons and two daughters. All the five persons preferred their claims for equal shares for the payment of arrears of family pension. Meanwhile the elder son, Shri M.P. Sinha, submitted an affidavit allegedly executed by Smt. Budhi Devi for the release of arrears to him alone. After proper verifications, the sanction for family pension to late Smt. Budhi Devi is under process. The payment of arrears can only be made to legal heir after production of Succession Certificate in view of the conflicting claims preferred by the claimants. Shri M.P. Sinha has been asked to submit the Succession Certificate from an appropriate Court of Law.

Oil Refinery in Arunachal Pradesh

3869. SHRI DWARAKA NATH DAS: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether there is any proposal to set up an oil refinery in Arunachal Pradesh in the near future;

(b) if so, the details thereof;

(c) whether there are other schemes for the utilisation of available associated natural gas in Arunachal Pradesh; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) and (b). Presently there is no proposal for setting up of an oil refinery in Arunachal Pradesh.

(c) and (d). An 'in-principle' allocation of

gas in favour of the Government of Arunachal Pradesh has been made for a project for conversion of gas into middle distillates.

Telegraph Offices in M.P.

3870. SHRI SHIVRAJ SINGH CHAUHAN: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the total number of telegraph offices functioning in Madhya Pradesh;

(b) the number of telegraph offices in which facility of sending telegrams in Hindi is available;

(c) whether the Government propose to open such more offices in near future; and

(d) if so, the time by which these telegraph offices would be opened?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) The total number of telegraph offices functioning in Madhya Pradesh is 2411.

(b) The facility of sending telegrams in Hindi is available in all the 2411 telegraph offices.

(c) and (d). Yes Sir. The department is proposing to open some more Telegraph Offices and the Telecom. Centres during the year depending on the demand, need and

feasibility.

Telephone Connections in Tamil Nadu

3871. SHRI P. KUMARASAMY: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of telephone connections sanctioned and installed separately, during 1993 and 1994 so far in Tamil Nadu, district-wise;

(b) the number of persons on the waiting list for telephone connection in the State, district-wise; and

(c) the steps being taken to provide telephone connections to all the persons on the waiting list?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) Sir, the details are given in the attached Statement-I and II.

(b) The particulars are given in the attached Statement-III.

(c) Annual Plan 1994-95 envisages provision of 1.52 lakh Telephone connections. Efforts are also being made to lease additional equipment to increase the target to 2.9 lakh telephone connections to reduce the waiting list further. As per National Telecom Policy telephones are to be provided on demand by 1.4.1997.

STATEMENT-1

TELEPHONE CONNECTIONS SANCTIONED/INSTALLED DISTRICTWISE
TAMILNADU CIRCLE DURING 1992-93

Sl.No.	District	Sanctioned	Installed
1.	Ambedkar	1903	1903
2.	Chelgalpattu MGR	1890	1890
3.	Chidambaranar	854	854
4.	Coimbatore	7639	7192
5.	Dharmapuri	718	718
6.	Dindigul Anna	820	820
7.	Kamarajar	553	553
8.	Kanyakumari	857	857
9.	Madurai	3186	3186
10.	Nagapattinam Qemilad	1370	1370
11.	Nellai Kattabomman	2350	2342

Sl.No.	District	Sanctioned	Installed
12.	Pasumpon	431	431
13.	Periyar	4872	4872
14.	Pondicherry	1011	1011
15.	Pudukkottai	580	580
16.	Ramanathapuram	569	569
17.	Salem	4348	4348
18.	Sambuvarayar	733	733
19.	Thanjavur	1825	1825
20.	The Nilgiris	1133	1133
21.	Trichy	2866	2795
22.	Vallalar	1334	1334
23.	Villupuram SSR		
	Total	41842	41316

STATEMENT-II**TELEPHONE CONNECTION SANCTIONED AND INSTALLED
DURING 1993-94 IN TAMILNADU CIRCLE - DISTRICTWISE**

<i>Sl.No.</i>	<i>Name of the District</i>	<i>Telephone Sanctioned</i>	<i>Connection Installed</i>
1.	Ambedkar	3270	3270
2.	Chengalpattu MGR	2673	2673
3.	Chidambaranar	1286	1249
4.	Coimbatore	8806	8350
5.	Dharmapuri	1452	1452
6.	Dindigul Anna	2033	2033
7.	Kamarajar	1900	1900
8.	Kanyakumari	1579	1579
9.	Madurai	5682	5682

Sl.No.	Name of the District	Telephone Sanctioned	Connection Installed
10.	Nagapattinam Qemil	1049	1049
11.	Nellai Kattabomman	5525	5510
12.	Pasumpon	582	582
13.	Periyar	7261	7261
14.	Pondicherry	1853	1853
15.	Pudukkottai	600	600
16.	Ramanathapuram	257	257
17.	Salem	6955	6955
18.	Sambuvarayar	1259	1259
19.	Thanjavur	4316	4302

<i>Sl.No.</i>	<i>Name of the District</i>	<i>Telephone Sanctioned</i>	<i>Connection Installed</i>
20.	The Nilgris	1113	965
21.	Trichy	2407	2157
22.	Vallalar	2751	2751
23.	Villupuram SSF		
	Circle Total	64609	63689

STATEMENT-III

DISTRICTWISE STATUS IN TAMILNADU CIRCLE - JULY 1994

Sl. No.	Name of District	Waiting List				TOTAL
		OYT	NOYTSPL	NOYTGENTL	NOYTGENTL	
1.	Ambedkar	219	463	10175	10857	
2.	Changalpattu MGR	92	255	6938	7285	
3.	Chidambarnar	534	383	5648	6565	
4.	Coimbatore	2808	3415	47317	53540	
5.	Dharmapuri	222	353	3710	4285	
6.	Dindigul Anna	119	284	5145	5548	
7.	Kamarajar	211	406	4298	4915	
8.	Kanyakumari	312	548	6461	7321	

Sl. No.	Name of District	Waiting List				TOTAL
		OYT	NOYTSPL	NOYTGENT		
9.	Madurai	501	1331	14855	16687	
10.	Nagapattinam	137	111	3181	3429	
11.	Nellai Kattabomman	47	212	5258	5517	
12.	Pasumpon	207	183	2502	2892	
13.	Periyar	125	1229	17864	19218	
14.	Pondicherry	449	798	6077	7324	
15.	Pudukottai	300	107	2294	2431	
16.	Ramanathapuram	257	150	2884	3291	
17.	Salem	328	1552	21490	23370	
18.	Sambuvarayar	10	101	2313	2424	

Sl. No.	Name of District	Waiting List				TOTAL
		OYT	NOYTSPL	NOYTGENTL		
19.	Thanjavur	453	497	9905	10855	
20.	The Nilgiris	136	116	3064	3316	
21.	Trichy	770	1114	19341	21225	
22.	Vallalar	278	298	5462	6038	
23.	Villupuram SSR	35	53	1268	1356	
Circle Total		8280	13959	207450	229689	

Outlay for Inland Water Transport Sector

3872. SHRI KABINDRA PURKAYASTHA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Planning Commission has reduced the outlay proposed for 1994-95 in Inland Water Transport Sector;

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

(c) the steps taken/proposed to be taken to tone up the water transport in North Eastern region?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) For the Inland Water Transport Sector, it was proposed to allocate a sum of Rs. 87.65 crores. However, an allocation of Rs. 20.00 crores was made finally.

(c) A minimum of 2 m. depth is being maintained by the Inland Waterways Authority of India (IWAI) in the Dhubri-Guwahati stretch of the river Brahmaputra. The IWAI has a scheme to develop and maintain a minimum of 2 m. depth in the Guwahati-Dibrugarh stretch and to develop floating terminals at Tezpur, Dhubri, Jogigoppa and Dibrugarh, depending on the traffic demand.

Construction of Bridges over National Highways

3873. DR. GUNVANT RAMBHAU SARODE: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the number of bridges proposed to be constructed on national highways in

Maharashtra during 1993-94;

(b) the number of bridges on which the repair work is going on at present and;

(c) the details of expenditure incurred on the repairs of the bridges during each of the last three years, year-wise?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Eleven.

(b) Five.

(c) Funds are allocated for maintenance and repair of all National Highways in a State. Funds for repair of individual bridge is released by State Government. However, the State PWD has intimated that expenditure incurred on repair of bridges during the last three years is as under:

	<i>(Rs. in lakh)</i>
1991-92	44.89
1992-93	58.12
1993-94	40.08

[*English*]

Dredging Work in Brahmaputra

3874. SHRI PROBIN DEKA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there is any proposal for dredging of the river bed of the Brahmaputra from Dhubri to Guwahati;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

(b) Yes Sir.

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (c). During this year the Inland Waterways Authority of India have a proposal for dredging in the river bed of the Brahmaputra from Dhubri to Guwahati in order to ensure a minimum of 2 metres depth in this stretch.

Telephone Directory in Metro Cities

3875. SHRI SYED SHAHABUDDIN: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the year of publication of the last complete telephone directory in the metropolitan cities, city-wise;

(b) whether in principle the main directory is to be revised every year apart from supplementary directories issued periodically;

(c) the estimated cost of production of the telephone directories; and

(d) the reasons for the delay in the publication of the telephone directories?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a)

<i>Metro Cities</i>	<i>Year of publication of last issue</i>
Delhi	1992
Bombay	1992
Calcutta	1989
Madras	1993

(c) The telephone directories in metro telephone districts are generally published alongwith yellow pages through contractors and no payments are made to the contractors who are allowed to retain advertisement charges collected by them. The contractors pay a royalty to the Department for publication of these directories. In so far as the Calcutta Telephone directory is concerned, as its last issue was published in 1989 and the publication of further issues has been badly delayed due to contractors, the next issue is proposed to be published departmentally without yellow pages and the estimated cost of production for this 1994 issue is Rs. 2.5 crores.

(d) In Delhi and Bombay, the main telephone directories for the year 1993 could not be brought out as the earlier contract had to be terminated due to a court judgement and a new contractor had to be appointed after fresh tender. Publication of Calcutta Telephone directory, after the 1989 issue has been delayed due to failure on the part of the original contractor and failure in response to subsequent tenders. There has been no delay in the case of Madras Telephone Directory.

Holiday Homes

3876. SHRI ANAND RATNA MAURYA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of Holiday Homes, run by his Ministry, Station-wise;

(b) the number of employees and their dependents availed of this facility during the last three years, year-wise; and

(c) the expenditure incurred year wise

and station-wise on these holiday homes during the last three years; and

(d) the number of new holiday homes proposed to be opened during 1994 with details?

THE MINISTER OF STATE OF THE
MINISTRY OF COMMUNICATIONS (SHRI

SUKH RAM): (a) There are 37 Holiday Homes under the Ministry of Communications. The details thereof station-wise are given in attached Statement.

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

STATEMENT

LIST OF HOLIDAY HOMES

A. UNDER THE DEPARTMENT OF TELECOMMUNICATIONS

<i>Name of the Circle</i>	<i>Station</i>
1. Haryana	i) Kurukshetra
2. Himachal Pradesh	ii) Shimla
	iii) Kullu
3. J & K	iv) Katra
	v) Srinagar
4. Karnataka	vi) Bangalore
	vii) Hasan
	viii) Mysore
5. Kerala	ix) Guruvayoor
	x) Kumily
6. Madhya Pradesh	xi) Pachmarhi
7. North East	xii) Imphal
8. Orissa	xiii) Puri
9. Rajasthan	xiv) Mount Abu
10. Tamilnadu	xv) Kodaikanal
11. Uttar Pradesh	xvi) Nainital
	xvii) Agra
	xviii) Varanasi

B. UNDER DEPARTMENT OF POSTS

<i>Name of the Circle</i>	<i>Station</i>
1. Andhra Pradesh	i) Tirupati
2. Assam	ii) Guwahati iii) Kamhaya
3. Bihar	iv) Deoghar v) Rajgir
4. Gujarat	vi) Dwarka
5. J & K	vii) Srinagar viii) Jammu
6. Kerala	ix) Trivandrum
7. Maharashtra	x) Matheran
8. North East	xi) Agartala xii) Shillong
9. Orissa	xiii) Puri xiv) Gopalpur
10. Rajasthan	xv) Udaipur
11. Tamilnadu	xvi) Kanyakumari
12. Uttar Pradesh	xvii) Mussoorie
13. West Bengal	xviii) Digha xix) Diamond Harbour

[Translation]

Upgradation of Post Offices in Bihar

3877. SHRI BHOGENDRA JHA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether status of some branch post

offices in Madhubani and Darbhanga districts in Bihar is being raised;

(b) if so, the details with locations thereof; and

(c) if not the reasons therefor?

THE MINISTER OF STATE OF THE

MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) No, Sir.

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

(c) No branch post office in the area has been found eligible so far for upgradation as per the norms fixed by the Department.

[English]

CPF Scheme for E.D. Employees

3878. PROF. PREM DHUMAL: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have introduced C.P.F. scheme for E.D. Agents;

(b) if so, the details thereof; and

(c) if not, the time by which it is likely to be introduced?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) No, Sir.

(b) Does not arise, Sir.

(c) In accordance with past practice, after setting up the 5th Pay Commission for regular Central Government employees, a Committee to enquire into the service conditions and pay structure of the Extra-Departmental Agents is being set up. The reasonableness of introducing a Social Security Scheme including retirement benefits will be examined by this Committee.

International Workshop

3879. SHRI R. SURENDER REDDY: Will the Minister of POWER be pleased to state:

(a) whether an international workshop on the decentralised power distribution system was recently organised by the Rural Electrification Corporation under the aegis of his Ministry was inaugurated;

(b) if so, the details thereof and the suggestions made by the participating experts;

(c) whether the implications, practicabilities and economics of their suggestions have been examined; and

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

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI P.V. RANGAYYA NAIDU): (a) Yes, Sir.

(b) to (d). The Workshop was organised primarily for discussing the possibilities of decentralising power distribution systems in the field. The various issues discussed include the possibilities of setting up area-based power distribution organisations in Joint Sector & Private Sector or inviable Co-operative Societies relates to the modality for setting up of such organisations. Those organisations, will have to be viable, and should satisfy the various criteria for attracting loan facilities from the Financial Institutions for meeting their requirements. The practicability and economics of setting up of such organisations will have to be examined, on case-by-case basis, as and when suitable proposals are received.

[Translation]

Microwave Station in Gujarat

3880. SHRI CHANDRESH PATEL: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have sanctioned to set up microwave stations in Gujarat;

(b) if so, the details with locations thereof;

(c) the time by which these are likely to start functioning with details of amount to be spent thereon; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE
MINISTRY OF COMMUNICATIONS (SHRI

SUKH RAM): (a) Yes Sir.

(b) A total of 60 low capacity microwave systems and 6 high capacity microwave systems are proposed to be commissioned. Location details are given in the attached Statement.

(c) The above systems are proposed to be commissioned progressively by 31-3-1996 subject to timely availability of equipments at an estimated cost of Rs. 442678 thousands.

(d) Question does not arise.

STATEMENT

TENTATIVE COMMISSIONING PROGRAMME OF TRANSMISSION SYSTEMS DURING 1994-95

Annexure

Sl.No.	Exchange	Category	Status of STD	Route	Taluka	District
<u>(A) 30 CHL 2 GHZ D/M/W:-</u>						
1.	Lilia Mota	SDCC	STD	Damnagar-Liliya Mota	Lilia Mota	Amreli
2.	Kunkavav	THQ	—	Bagasara Kunkavav	Kunkavav	Amreli
3.	Pipavav	—	—	Rajula-Pipavav	Rajula	Amreli
4.	Vadgam	THQ	OW STD	Palanpur-Vadgam	Vadagam	Palampur
5.	Tharad	THQ	OW STD	Deodar-Tharad	Tharad	Palampur
6.	Gadh	512 ILT	—	Palanpur-Gadh	Palanpur	Palampur
7.	Dediapada	THQ	—	Netrang-Rampura (H) PCM	Dediapada	Bharuch
8.	Selamba (Sagabara)	THQ	—	Dediapada-Sagbara	Sagbara	Bharuch

Sl.No.	Exchange	Category	Status of STD	Route	Taluka	District
9.	Ghogha	THQ	—	Bhavnagar-Ghogha	Bhavnagar	Bhavnagar
10.	Dhasa	512 ILT	—	Gadhada-Dhasa	Gadhada	Bhavnagar
11.	Alang	—	—	Talaja-Alang	Talaja	Bhavnagar
12.	Gadhda	THQ	—	Botad-Gadhda	Gadhda	Bhavnagar
13.	Jam Kalyanpur	THQ	—	Bhatiya-Kalyanpur	Jam Kal- yanpur	Jamnagar
14.	Malia Hatina	THQ	OW STD	Keshod-Malia	Malia (H)	Junagadh
15.	Vanthli	THQ	OW STD	Junagadh-Vanthli	Vanthli	Junagadh
16.	Bhesan	THQ	—	Visavadar-Bhesan	Visavadar	Junagadh
17.	Dharmaj	300 MAX II	—	Petlad-Dharmaj	Petlad	Nadiad
18.	Sojitra	200 + 88	OW STD	Petlad-Sojitra	Nadiad	Nadiad
19.	Kathalal	512 ILT	—	Kapadwani- Kathalal	Kapadwani	Nadiad

Sl.No.	Exchange	Category	Status of STD	Route	Taluka	District
20.	Sarsa	512 ILT	—	Anand-Sarsa	Anand	Nadiad
21.	Gagodar	SDCC	—	Rahpar-Gagodar	Bhuj	Bhuj
22.	Sumrasar	SDCC	—	Bhuj-Sumrasar	Bhuj	Bhuj
23.	Khavda	SDCC	—	Bhuj-Khavda	Bhuj	Bhuj
24.	Panadhro	—	—	Dayapar-Pandhro	Lakhapat	Bhuj
25.	Vadnagar	500 C-DOT	O/W STD	Kheralu-Vadnagar	Kheralu	Mehsana
26.	Santrampur	THQ	—	Lunawada-Santram- pur	Santram- pur	Godhra
27.	Malia (Miyana)	THQ	—	Morbi-Malia- Miyana	Malia (M)	Rajkot
28.	Meghraj	THQ	O/W STD	Malpur-Meghraj	Meghraj	Himatnagar
29.	Vijaynagar	THQ	—	KDB-Vijayanagar	Vijaya-	-do-

Annexure

Sl.No.	Exchange	Category	Status of STD	Route	Taluka	District
30.	Palsana	THQ	—	Bardoli-Palsana	Palsana	Surat
31.	Mangrol	THQ	—	Kosamba-Mangrol	Mangrol	Surat
32.	Ukai	—	—	Fisongadh-Ukai	Songadh	Surat
33.	Sayla	THQ	OW STD	Surendranagar-Sayla	Sayla	Surendranagar
34.	Sinor	THQ	STD	Karjan-Sinor	Sinor	Vadodara
35.	Bansda	THQ	—	Valsad-Bansda	Bansda	Valsad
36.	Amlsad	512 ILT	—	Billimora-Amlsad	Billimora	Valsad
37.	Sanjan	512 C-DOT	—	Sanjan-Umargam	Umargam	Valsad

Annexure

Sl.No.	Exchange	Category	Status of STD	Route	Taluka	District
(B) 120 CHL 2 GHZ D/M/W:						
1.	Bagagara	SDCC	OW STD	Amreil-Bagasara	Kunkavav	Amreli
2.	Dhanera	THQ	-do-	Deesa-Dhanera	Deesa	Palanpur
3.	Danta	THQ	-do-	Palanpur-Jhalotra-Danga	Danta	-do-
4.	Vagra	-do-	—	Vagra (GIDC)-Amod	Amod	Bharuch
5.	Jagadia (GIDC)	New 1000	—	Jhagadiya (GIDC)	Jagadia	Bharuch
6.	Gariadhar	THQ	OW STD	Bhavnagar-Palitana Gariadhar	Gariadhar	Bhavnagar
7.	Bhanwad	THQ	OW STD	Lalpur-Bhanwad	Bhanwad	Jamnagar
8.	Jamjodhpur	THQ	OW STD	Lalpur-Jamjodhpur	Jamjodhpur	Jamnagar

Sl.No.	Exchange	Category	Status of STD	Route	Taluka	District
9.	Kalwad	THQ	O/W STD	Jamnagar- Jaiwa Kalwad	Kalwad	Jamnagar
10.	Mendarda	THQ	—	Junagadh- Mendarda Visavadar	Vanthli	Junagadh
11.	Kapadwanj	THQ	STD	Nadiad- Kapadwanj	Kapadwanj	Nadiad
12.	Kheda	THQ	STD (R/M)	Kheda-Anand	Mehmdabad	Nadiad
13.	Cambay	THQ	STD (R/M)	Petlad- Cambay	Cambay	Nadiad
14.	Vasad	300 MAX II	STD (R/M)	Anand-Vasad	Anand	Nadiad
15.	Mahuda	512 ILT	—	Nadiad-Mahuda	Nadiad	Nadiad
16.	Kadi	THQ	STD	Mehsana-Kadi	Kadi	Mehsana

Annexure

Sl.No.	Exchange	Category	Status of STD	Route	Taluka	District
17.	Jhalod	THQ	O/W STD	Dahod-Jhalod	Jhalod	Godhra
18.	Wankaner	THQ	STD (RM)	Wankaner-Rajkot	Wankaner	Rajkot
19.	Malpur	THQ	O/W STD	Modada-Malpur	Malpur	Himatnagar
20.	Kosamba	400 MAX II	—	Kim-Kosamba	Mangrol	Surat
21.	Sachin	—	—	Surat-Sachin	Surat	Surat
22.	Mahuva	THQ	—	Bardoli-Mahuva	Mahuva	Surat
23.	Daman (U.T)	—	STD (R/M)	Vapi-Daman	Daman	Valsad

Note: Concerned Survey Divisions requested to carry out pending cases if any.

DETAILS OF HIGH CAPACITY MICROWAVE SYSTEMS PROPOSED TO BE COMMISSIONED DURING 1995-96

Sl.No.	Name of Scheme
1.	Veraval-Kodinar-Una
2.	Jamnagar-Lalpur-Khambalia
3.	Khambalia-Nandana-Dwarka
4.	Patlad-Anand
5.	Manavdar-Kutiana-Porbandar
6.	Bombay-Ahmedabad

[English]

Agreement of Non Use of Nuclear Weapons with Pakistan

3881. SHRI TARA SINGH:
SHRI V. SREENIVASA
PRASAD:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether attention of the Government has been drawn to the news item captioned "Pak spurns no first attack proposal" as reported in the "Hindustan Times" dated July 1, 1994;

(b) if so, whether the Government put forward any proposal to Pakistan in regard to an agreement on nonuse of nuclear weapons against each other; and

(c) if so, the details thereof and the response of Pakistan thereto?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA): (a) Yes, Sir.

(b) and (c). Government proposed to Government of Pakistan, in one of the six Non-Papers forwarded to Pakistan on January 24, 1994, that as further demonstration of its commitment for reducing mistrust and enhancing confidence between the two countries, India would be willing to enter into an agreement according to which both countries shall undertake not to be the first to use or threaten to use its nuclear capability against each other.

Pakistan's response conveyed on 19th February, 1994 in the form of 'comments

and counter proposals' was, regrettably, dismissive. On March 21, 1994, Government once again urged Pakistan to consider the Indian proposals with sincerity of purpose as they could form a basis of a comprehensive and meaningful dialogue. Pakistan's response is awaited.

[Translation]

Cheaper Travel Facility by Road to Myanmar

3882. SHRI RAMPRASAD SINGH: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government have received any demand from some Members of Parliament and Burmese Association of Displaced Persons in regard to providing cheaper road travel facility to facilitate people to people contact between India and Myanmar; and

(b) if so, the details thereof and the action taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA): (a) Government have received a petition from the Burma Displaced Persons' Association regarding provision of cheaper road travel facility between India and Myanmar. The petition was forwarded by a Member of Parliament.

(b) The petition contains several suggestions such as permission for those having relatives in Myanmar to travel by land route, visit of a cultural delegation to Myanmar etc. These suggestions are presently under consideration of the authorities concerned.

Fake Transfer of LPG Connections

3883. SHRI GOVINDA CHANDRA MUNDA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government are aware of fake transfer voucher of LPG in circulation in various States;

(b) if so, the number of such cases came to the notice of the Government; and

(c) the action taken/proposed to be taken to counter this practice?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) Some cases of fake priority vouchers for LPG connections have come to the notice of the Government.

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

(c) Detailed guidelines have been given to the distributors enabling them to detect fake priority vouchers. Wherever fake vouchers were detected, the deposit amount was forfeited and supply of refills suspended. In some cases equipments have been retrieved and police cases lodged.

Perspective Postal Plan

3884. SHRI SURENDRA PAL PATHAK: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have formulated a ten years perspective plan to develop and modernise postal network keeping in view the present and future trend of universal development in the field of postal service;

(b) if so, the details thereof and the progress made so far in this regard; and

(c) the steps proposed to be taken to complete all other related work and procedural formalities etc. well before supply of equipments and before making budgetary allocation?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) The Government had set up an Expert Committee on Excellence in Postal Services, in 1987 to study the increasing demand from different sectors of society for a modernised postal service and recommend short term and long term measures for comprehensive planning and efficient and cost effective operations of the postal network with induction of suitable modern technologies. The recommendations made by this Committee have provided the basis for formulating the objectives and priorities of the long term plans for postal services. Specific policy initiatives have been introduced to develop and modernise different areas of activities keeping in view of the emerging trends in the development of postal services elsewhere.

Specific programmes of activities are planned in the perspective of Five Year Plans of the Government and such programmes formulated for the 8th Five Year Plan aim at providing efficient and speedy counter service, mechanisation of mail processing and speedier transmission of Money Order through modern technology. A total outlay of Rs. 138.30 crores has been approved by the Planning Commission for these programmes during the 8th Five Year Plan covering the period 1992-97.

(b) While counter services have been developed through expansion of the postal network, greater efficiency and responsive

service is provided through introduction of computer-based counter machines. More than 1000 postal counters in the country have been provided with such machines. Programmes have been initiated for complete modernisation of selected important Post Offices through computerisation to create pockets of excellence which will serve as models for modernisation.

State-of-the-art technologies have been inducted in the area of mail processing with the setting up of the country's first automated mail processing centre at Bombay in April 1993.

A pilot scheme to speed up transmission on Money Order through satellite channel is under implementation.

Computerisation has been introduced in Savings Bank and PLI functions with the emphasis on modernisation of the customer interface in all these services.

A scheme for corporate Money Order Service has been finalised to provide facility of quick money transfer for the corporate sector. This scheme for providing customised service to specific business organisations will meet the requirement for speedy transmission of cash in different locations in the counter.

A pilot project for a Track and Trace System is under implementation for inducting computer-based technology for greater operational efficiency in the Speed Post Service. A pilot scheme for inducting computer technology for modern material management is under implementation.

A management information system through computerisation is being utilised for the Metro Channel and Rajdhani Channel introduced for the large volume of pin-coded

mails between the National Capital and the metros and State capitals. Such mails are now handled on priority through earmarked and systematised channels and delivered within 24-48 hours to their destination.

(c) All necessary formalities including changes in operational procedures and rules, site preparations, training, etc. are being undertaken simultaneously with installation of equipment. Better management control and close monitoring of the projects are being exercised for achieving timely results.

Tinned Fruits

3885. SHRI DATTATRAYA BANDARU:
SHRI CHHEDI PASWAN:

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

(a) the percentage of fruits tinned in the country;

(b) the quantum of tinned fruits exported and the foreign exchange earned therefrom;

(c) whether the Government propose to provide adequate sophisticated technology and improved R&D facilities to minimise the wastages of fruits and vegetables produced during the season; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGOI): (a) About 1.1% of fruits and vegetables produced in the country have been commercially processed during 1993-94 to manufacture processed fruits & vegetable products other than sun dried and fried products.

(b) During 1993-94 about 1.15 lakh tonnes of processed fruits & vegetable products were exported earning Rs. 225.0 crores as foreign exchange.

(c) and (d). The Ministry has formulated and is implementing plan schemes to assist Research & Development in the areas of fruits & vegetables processing. Government has also permitted automatic approval for foreign technology agreement provided such technology fees etc. do not exceed Rs. 1.00 crore.

[English]

New Principles of Panchsheel

3886. SHRI SHRAVANKUMAR PATEL: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Prime Minister while inaugurating a two-day seminar on Panchsheel and Global Diplomacy on June 27, 1994, in New Delhi, spelt out new principles of Panchsheel;

(b) if so, the precise observations and suggestions made; and

(c) the steps proposed to be taken in pursuance of the new principles?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA): (a) to (c). While inaugurating the seminar on 'Panchsheel and Global Diplomacy' on June 27, 1994 the Prime Minister said that each generation has to interpret and apply creatively the Five Principles to the problem of its age and proposed five new principles.

The first principle of these new principles is that of the 'middle path', which recognises that vast segments of the economy need time to catch up with rapid technological changes and that we must never lose sight of those who cannot keep up with the pace of the forerunners.

The second principle is that of 'back to the village', which upholds the primacy of the villages in India and recommends that to go forward we have to go back to the villages.

The third principle is that of the 'model village', which points out that for the village to be a viable economic unity it must be self-sufficient and that rural Indians can prosper within their own living and climatic conditions and from resources accessible to them, while tuned to the national cause and effort.

The fourth principle is the harmony between modern 'technology and tradition', which emphasises that advances in relevant technologies and attention to applications of technology would yield far greater marginal benefits than the results we see from constant commercial competition in our cosmopolitan cities.

The fifth principle is that of a 'new world order' which should breathe with the life of Panchsheel and should re-establish this holy doctrine firmly in the ideology of the coming century.

Government will continue to encourage discussions among the concerned individuals and entities on the ideas and suggestions contained in the Prime Minister's speech. There has already been a wide-ranging debate in the media on the new principles proposed by the Prime Minister.

[Translation]

Deep Sea Fishing

3887. SHRIMATI SAROJ DUBEY:
SHRI LOKANATH
CHOUDHURY:
SHRI VISHWANATH
SHASTRI:

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

(a) whether the expert committee constituted to look into the grievances of domestic fishermen, who feel threatened by joint venture proposals in the deep sea fishing sector has submitted its report;

(b) if so, the details thereof; and

(c) the reaction of the Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGOI): (a) to (c). The expert group on operations of deep sea fishing vessels has submitted its report recently. The committee has suggested certain remedial measures which, inter alia, include suggestions for a coordinated system of regulating the total fishing effort in the coastal and deep sea areas, suggestions for reducing conflict of interests between fishing operations in these areas, effective enforcement and legislative measures, reliable information, a code of conduct for fishing vessels, etc. Action on these recommendations has been initiated.

Bilateral Agreement between India and Norway

3888. SHRI SHANKERSINH

VAGHELA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government have signed any trade and economic cooperation agreement with the Government of Norway;

(b) if so, the salient features thereof; and

(c) the benefits to be accrued to India due to this agreement?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SALMAN KHURSHEED): (a) A Memorandum of Understanding was concluded with Norway on 6 July 1987 on economic, industrial and technological cooperation.

(b) In terms of the MoU, India and Norway have undertaken to encourage and facilitate economic, industrial and technological cooperation between interested institutions, organisations, enterprises and other concerned entities of both countries. The MoU also provides for periodic consultations to review implementation and consider ways of promoting cooperation.

(c) The MoU is designed to encourage industrial joint ventures and technology transfer and facilitate the expansion and diversification of commercial relations. Among the promising areas identified for bilateral cooperation with Norway are power, oil and natural gas, chemicals and petro-chemicals, ocean development, deep sea mining, electronics, shipping and ship building and fisheries. India's economic reform programme has enhanced prospects for mutually beneficial cooperation with Norway in these fields.

[Translation]

Improvement of Milk Processing Techniques

3889. SHRI MAHESH KANODIA:
SHRI RAM KRIPAL YADAV:

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

(a) whether there is ample scope for introducing modern technology in the processing of milk; and

(b) if so, action proposed to be taken by the Government to improve the milk processing facilities in the country?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGOI): (a) and (b). The introduction of modern technology in the processing of milk is a continuous process. The standards of some milk processing plants in India are comparable to any advanced country in the world.

[English]

Export of Granite

3890. SHRID. VENKATESWARARAO: Will the Minister of MINES be pleased to state the share of granite in the total foreign exchange earnings received from the ex-

port of minerals in 1993-94?

THE MINISTER OF STATE OF THE MINISTRY OF MINES (SHRI BALRAM SINGH YADAV): Out of the total foreign exchange earnings of Rs. 309694 lakhs from the export of minerals (excluding coal and mineral fuels) in 1993-94, earnings from granite export were Rs. 66368 lakhs, which is about 21%.

Motor Accident Claims

3891. SHRI MOHAN RAWALE: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the number of cases of compensation pending with the Motor Accidents Claims Tribunal (MACT) as on June 30, 1994 and since when;

(b) the time generally taken by the MACT in disposing of a case;

(c) the reasons for inordinate delay in such cases; and

(d) the measures taken or proposed to be taken to dispose of such cases speedily?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) If the question relates to Delhi, the information is as follows:

Total Cases	-	17365
5 years and above	-	1651
4 years old	-	1088
3 years old	-	1308
2 years old & below	-	13318

(b) The average time taken by the Court in deciding the cases is about 2 to 3 years and in certain cases the time extends even beyond 5 years.

(c) The delay in disposal of MACT cases is attributable to various factors such as filing of incomplete petitions, the time taken by the affected parties in producing evidence etc.

(d) The Judges of MACT are persuaded to dispose of the cases expeditiously during the meetings periodically convened by Commissioner-cum-Secretary (Transport), Government of National Capital Territory of Delhi.

[*Translation*]

Telephone Exchanges in M.P.

3892. SHRI RAMESHWAR PATIDAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to expand/modernise the Telephone Exchanges in Madhya Pradesh during the Eighth Five Year Plan; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) Yes, Sir.

(b) The modernisation programme during the 8th Five Year Plan envisages:

- 1) Replacement of All MAX. III Exchanges by Electronic Exchanges
- 2) Replacement of all line finder

type MAX.II Exchanges by Electronic Exchanges;

- 3) Replacement of all life expired Telecom equipment with digital equipment.
- 4) Provision of STD to all exchanges.

In addition 319000 new telephone connections are planned be provided during 8th Five Year Plan Period in Madhya Pradesh. The National Telecom Policy, however, envisages provision of telephones on demand by 1.4.97 all over the country.

It has also been decided to provide by 1.4.97, connectivity to all STD subscribers with electronic exchanges & value added devices in all major towns having population more than 5 lakhs throughout the country including Madhya Pradesh.

National Highway in Maharashtra

3893. SHRI VILASRAO NAGNATHRAO GUNDEWAR: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the names of national highways in Maharashtra on which widening work is in progress for the last two years;

(b) the extent of work completed so far; and

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

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a)

National Highway - 17
National Highway - 50

Panvel-Mahad-Panjim Road
Pune-Nashik Road

(b) and (c). The works are in advance stage of construction and are likely to be completed by the end of this year.

False Propaganda by Pakistan

3894. SHRI LALL BABU RAI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Pakistan is propagating false information against India in foreign countries; and

(b) if so, the steps being taken by the Government to counter this propaganda?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SALMAN KHURSHEED): (a) Yes, Sir.

(b) Countering Pakistan's anti-India propaganda is an ongoing process. Swift, comprehensive and effective action is taken to counter Pakistan's false and motivated propaganda. Factual information is regularly provided to decision makers; the media; and the Governments of other countries through the Indian Missions abroad as well as through the Missions of these countries in India. The Government of these countries are also briefed during visits of high level delegations to India and from India to these countries.

[English]

Durgapur Steel Plant

3895. SHRI BASUDEB ACHARIA:
 PROF. SAVITHRI
 LAKSHMANAN:

Will the Minister of STEEL be pleased to state:

(a) the average daily steel production at

the Durgapur Steel Plant;

(b) the steps being taken by the Government to increase steel production in the plant;

(c) whether the Government of West Bengal has requested the Union Government to instal a Hot Rolling Mill at Alloy Steel Plant, Durgapur;

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

(e) whether the plant is suffering losses due to the non-installation of the hot rolling mill?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) The average daily saleable steel production at Durgapur Steel Plant during first four months of the current financial year (April-July, 1994) has been about 2000 Tonnes.

(b) Durgapur Steel Plant is being modernised which will raise its saleable steel capacity and increase production.

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

LPG Connections

3896. SHRI DHARMANNA
 MONDAYYA SADUL:
 SHRI K. PRADHANI:
 SHRIMATI KRISHNENDRA
 KAUR (DEEPA):
 SHRI BOLLA BULLI
 RAMAIAH:
 SHRI AST BHUJA PRASAD
 SHUKLA:
 SHRI S.M. LAL JAN BASHA:

SHRI NARAIN SINGH
CHAUDHARY:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government have a proposal to increase the enrolment of customers for L.P.G. and to give Double Bottle Connections (DBC) during 1994-95;

(b) if so, the target set therefor and steps taken to achieve the target; and

(c) the criteria adopted for providing LPG connections to various States?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) and (b). Instructions have been issued to the Public Sector Oil Companies to enrol 20 lakh new LPG consumers and to release 20 lakh second cylinder facility during 1994-95.

(c) Allotment of new LPG connections and release of DBCs are not made on a State-wise basis. New LPG connections are released in a phased manner throughout the country depending upon the availability of LPG, total new customer enrolment, waiting lists, slack available with the distributors and their viability. LPG customers of the public sector oil companies interested to have a second cylinder are required to get their names registered with the concerned distributors. The distributors release second cylinder on a first-cum-first served basis, subject to availability of quota.

[*Translation*]

Oil and Natural Gas Commission

3897. SHRIMATI SHEELA GAUTAM:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state: (a) whether the total planned outlay fixed for Oil and Natural Gas Commission has been reduced;

(b) if so, the reasons therefor;

(c) whether the production of crude oil is likely to be affected by this reduction; and

(d) if so, the manner in which the domestic requirement of oil is likely to be met?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) and (b). As against ONGC's original proposal for an outlay of Rs. 33393 crores, Government have approved an outlay of Rs. 17,511 crores for the 8th Plan due to overall resource constraint however, ONGC was directed to continue with the physical programme originally proposed, with the assurance that funds would be provided on a year to year basis.

(c) No, Sir.

(d) Does not arise.

T.A.Cs in States

3898. SHRI BIR SINGH MAHATO: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the criteria adopted to constitute telephone advisory committees in various States;

(b) the terms of office of these committees;

(c) whether these committees have been constituted this year; and

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

Advisory Committee is two years.

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) Telephone Advisory Committees are constituted one for each Metro/ Telecom Circle headed by CGM and one for each Secondary Switching Area headed by GM/Telecom District Manager.

(c) Constitution/reconstitution of Telephone Advisory Committees is a continuous process. As and when the tenure of a TAC expires the same is reconstituted. From 1.1.1994 to 31.7.1994, 27 TACs have been reconstituted.

(b) The tenure of a Telecom/Telephone

(d) The required information is given in the attached Statement.

STATEMENT

Names of TACs Reconstituted since 1.1.1994

ASSAM	KERALA
Assam Guwahati	Kerala
BIHAR	MADHYA PRADESH
Bihar	Madhya Pradesh Raipur
GOA	MANIPUR
Goa	Imphal
HARYANA	PUNJAB
Hissar Rohtak Faridabad Haryana Karnal	Amritsar Ludhiana Pathankot
JAMMU & KASHMIR	RAJASTHAN
J&K Srinagar Jammu	Jaipur Rajasthan
KARNATAKA	UTTAR PRADESH

Kadagu
Karnataka
Bangalore

Allahabad

WEST BENGAL

Calcutta
West Bengal

[English]

applications are still pending with the Government?

Joint Fishing Ventures

3899. PROF. UMMAREDDY VENKATESWARLU: will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGOI): (a) Nine applications were received in 1993-94 for joint ventures in deep sea fishing.

(a) the number of applications for joint ventures in deep sea fishing received during 1993-94;

(b) The list of joint venture proposals cleared since the announcement of the New Deep Sea Fishing Policy, in 1991 and upto March 31st, 1994, is given in the attached Statement.

(b) the details of joint venture proposals cleared as on March 31, 1994; and

(c) Applications of five companies for deep sea fishing are pending as on 15.8.1994.

(c) the number of companies whose

STATEMENT

PROJECTS CLEARED FOR JOINT VENTURE AS ON (31.3.1994)

S.No.	Name of the Company	No. of Vessels	Name of the Foreign Collaborator
1	2	3	4
1.	Fishing Falcon Limited, Hyderabad	2	KOJE Shipbuilding Co. Ltd., South Korea
2.	Target marine and Engineers Ltd., New Delhi	2	Silver Oceanic Co. Ltd., Thailand
3.	Leo Suizind Ltd., New Delhi	5	Deep Sea Fishing Co., Pyongyang, DPR Korea
4.	Shivganga Fisheries Ltd., New Delhi	1	Chevanne Merceron Ballery (CMB) & M/s. Cofrepeche of France
5.	New Era Agro Chemicals India Ltd., Madras	3	All Union Fishing Coop. Asson., MOSCOW (Renamed Collection Fishing Farms Union)
6.	Leela Sea Foods (P) Ltd., Visakhapatnam	4	Supachoke Co. Ltd., Thailand

S.No.	Name of the Company	No. of Vessels	Name of the Foreign Collaborator
1	2	3	4
7.	INKO Fisheries Pvt. Ltd., Hyderabad	2	Namyangsa Co. Ltd., Seoul, Korea
8.	INDFISH Ltd., New Delhi	62	Consolidated Sea Food Corporation, Boston, U.S.A.
9.	Indamar Fisheries (P) Ltd., New Delhi	3	Hartford (Thailand) Co. Ltd., Bangkok
10.	Oriental High Sea Fisheries Ltd., Visakhapatnam	1	Toyo Kosuisan Co. Ltd., Japan
11.	Bouy-Dae (I) Fisheries Ltd., New Delhi	1	DAE MYEONG Fisheries Co., Ltd., Seoul, Korea
12.	Marine Resources International, New Delhi	2	Oceanic Fishing Inter- national Ltd., Russia
13.	Ting Tai India Ltd., Visakhapatnam	2	Ting Tai International Co. Ltd., Taiwan

S.No.	Name of the Company	No. of Vessels	Name of the Foreign Collaborator
1	2	3	4
14.	Fortune Oceanic Products Ltd., New Delhi	10	'Ookean' Estonian Fishing Joint Stock Company, Estonia
15.	Satyendra Aquaculture Ltd., Hyderabad	1	Korsakov Base of Ocean Fishing (KBOR), Russia
16.	Greenwave Marine Harvest Hyderabad	1	RYBFLOT, Sevastopol Ukraine
17.	Sarab Consulate Marine Products (P) Ltd., New Delhi	5	Yug Business Service, MOSCOW, Russia
18.	Inchita Fisheries (P) Ltd., Madras	6	Chine National Fisheries Corpn. Beezing, China
19.	Swan Sea Foods (P) Ltd., New Delhi	4	Silver Oceanic Co. Ltd., Thailand
20.	Ultima Assets and Investment (P) Ltd., New Delhi	5	Ice Landic Fishing Co., Iceland

Natural Gas Supply to Defaulting Units

3900. DR. K.V.R. CHOWDARY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether there is any proposal to cancel the natural gas allocated to those projects which default in their commitment to use it;

(b) if so, the details thereof; and

(c) the number of such projects come to the notice of the Government and action taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) to (c). Allocations are liable to be cancelled for non-fulfilment of the conditions laid down in the allocation orders. There have been several cases of delays in setting up units. Extension of time has been granted where considered appropriate. GAIL have terminated two gas supply contracts on account of default by the allottees.

[*Translation*]

Diamond Mines

3901. SHRI GAYA PRASAD KORI: Will the Minister of MINES be pleased to state:

(a) the total foreign exchange earned in 1992-93 by the sale of diamond mines to MNCs, particularly the mines in Panna district of Madhya Pradesh; and

(b) whether mining activity has been started by the MNCs in these mines?

THE MINISTER OF STATE OF THE MINISTRY OF MINES (SHRI BALRAM

-SINGH YADAV): (a) National Mineral Development Corporation (NMDC) has not sold any of its diamond mine to Panna district to any MNC.

(b) Does not arise.

[*English*]

Investment by US Companies

3902. SHRI K. PRADHANI
SHRI SARAT PATTANAYAK:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether some US companies are keen to make investment in the country's hydro-carbon sector;

(b) if so details of the proposals received from those companies; and

(c) the reaction of the Govt. thereto?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) Yes, Sir.

(b) and (c). Various US companies have, on their own or as part of consortia, submitted bids for exploration/development and speculative surveys of blocks/fields offered to private companies from time to time. Government has so far approved the award of contracts for the block KG-OS-90/1, GK-ON-90/2 and CY-OS-90/1 for which US companies had submitted bids. Further, Government has also approved award of contracts for development of the medium sized fields Mukta, Panna and Mid & South Tapti to a consortium led by Enron Exploration Company of USA. Approval has also been accorded for the formation of a Joint

Venture Co., between Caltex Petroleum Corpn. USA and IBP Co. Ltd. of India for manufacture and marketing of lubricants. IOC have also entered a Joint Venture with Mobil International Petroleum Inc. USA for blending and marketing of Mobil brand lubricants. In addition to the above, Exxon Corpn. of USA through its affiliates have entered into an MoU with HPCL for transfer of technology in manufacture and marketing of lubricants.

ADB Assistance for National Highways

3903. SHRIMATI CHANDRA PRABHA URU: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Nelamangala-Tumkur National Highway upgradation project is lying with the Asian Development Bank for financial assistance; and

(b) if so, the time by which the assistance is likely to be provided?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) No, Sir.

(b) Does not arise.

ONGC's Production Cost of Crude

3904. DR. VISWANATHAM KANITHI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the production cost of crude to the ONGC and the amount paid to it; and

(b) the international cost of crude and the rate at which the Government are purchasing the same?

THE MINISTER OF STATE OF THE

MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) The estimated production cost (inclusive of statutory charges etc.) of ONGC for the year 1993-94 was Rs. 2785 per MT. Against this ONGC is paid a total amount of Rs. 3342/MT.

(b) The prices of crude oil in the international market depend upon a number of factors like global demand and supply, OPEC ceiling and production quota, production by non-OPEC countries, world economic outlook, etc. However, the average price of crude oil purchased during 1993-94 was US \$ 14.65 per barrel (Prov.).

[*Translation*]

PSU in Tribal Areas of Gujarat

3905. SHRI N.J. RATHVA: Will the Minister of MINES be pleased to state:

(a) whether the Government propose to set up public sector undertakings in Gujarat, particularly in the tribal areas, for the extraction and utilisation of mineral resources:

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF MINES (SHRI BALRAM SINGH YADAV): (a) Ministry of Mines has no such proposal under consideration.

(b) Does not arise.

(c) The Mineral Sector has been opened up with a view to attracting private investment. Fresh investments by Public Sector Units will be made based only on commercial and economic considerations.

[English]

Road Accidents

3906. SHRI ATAL BIHARI
VAJPAYEE:
SHRI RAM VILAS PASWAN:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the incidence of fatal road accidents is alarmingly high in the country;

(b) if so, the number of fatal road accidents which occurred during 1992-93, 1993-94 and 1994-95 till June, respectively;

(c) whether the Government have made

any comparative study of fatal road accidents in other countries vis-a-vis India;

(d) if so, the details thereof; and

(e) the measures taken/proposed to be taken to check road accidents and vehicular pollution?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) It is quite high. However, there is a declining trend in proportion to the increase in the number of vehicles in the country.

(b) The data is collected on calendar year basis. At present, data for the year 1992 and 1993 is available which is mentioned below:

<i>Year</i>	<i>Fatal Accidents</i>	
1992	51854	(Provisional)
1993	24818	(only in respect of 15 States/UTs)

(c) No, Sir.

(d) Does not arise.

(e) The measures taken/proposed to be taken to check road accidents and vehicular pollution are given in the attached Statements I & II respectively.

STATEMENT-I

The steps taken/being taken include -

1. Formal training in a driving school is made a pre-requisite for issuance of licence to drive transport

vehicles.

2. Maximum safe laden weights have been prescribed for trucks including light commercial vehicles.

3. Maximum speed limits have been prescribed for all vehicles except light motor vehicles.

4. Uniform intervals for checking the fitness of vehicles have been prescribed throughout the country.

5. It is prescribed that road safety devices would be fitted in the vehi-

cles viz. direction indicators with blinker system for vehicles, special labels on carriages carrying dangerous or hazardous goods.

6. A National Road Safety Council has been set up for formulation of road safety measures. State Governments were also requested to set up State level road safety councils.

The State Govts. have also been advised to take action on following lines -

1. Strict and rigid enforcement of traffic rules and regulations.
2. Regular special drive against rash and negligent driving, driving without driving licences, drunken driving, defective headlights, over-speeding, over-loading etc.
3. Regular prosecution of violation through issue of notices.
4. Introduction of blinkers/signals at accident prone areas.
5. More Police presence in accident prone areas.
6. Special morning drives and night mobile patrolling.
7. Painting of bus boxes, yellow boxes.
8. Special night checking on Highways.
9. Special drive against buses, HTVs, TSRs, Taxis etc.

STATEMENT-II

Steps taken/proposed to be taken to check vehicular pollution

1. Pollution norms have been prescribed under the Central Motor Vehicles Rules, which are required to be adhered to by all motor vehicles.
2. More stricter emission norms have been prescribed for all motor vehicles to be effective from April, 1996.
3. Possession of Pollution Under Control Certificate by all vehicles has been made compulsory in terms of Rule 115(7) of the Central Motor Vehicles Rules.
4. Officers not below the rank of Sub-Inspector of Police or Inspector of Motor Vehicles authorised to direct the driver or any person in charge of the vehicle to submit the vehicle for pollution checking in case he has reason to believe that the vehicle is not complying with the prescribed emission norms.
5. The Registering authorities empowered to suspend the registration of the vehicle on the basis of report about non-compliance of emission norms sent to it by the Checking Officer.
6. The Motor Vehicles Act is proposed to be amended to provide for -
 - (i) stricter penalties for overloading, which is also responsible for vehicular

pollution.

- (ii) compounding of offences relating to vehicular pollution.

7. The State Governments have been advised to strictly enforce the provisions of the Motor Vehicles Act/ Rules with reference to vehicular pollution. They have been particularly advised to take the following measures -

- (a) the infrastructure in the Transport Dep'ts. should be strengthened for carrying out checks of the motor vehicles.
- (b) private workshops/petrol pumps should be authorised to carry out such checks and issue Pollution Under Control Certificate.
- (c) appropriate measures may be taken to check the vehicles of other States entering the State from each border point. If necessary, the Pollution Level Check Centres should be set up on each border point.
- (d) Public Awareness campaign should be started.
- (e) Inter-State Committees should be constituted to coordinate the checking drives and awareness campaigns. In this measure local bodies should also be associated.
- (f) One of the reasons for vehicular pollution in diesel vehicles has been identified as overloading. The States have been emphasised to

take effective steps to check overloading.

- (g) As far as possible, the transport activities should be shifted to locations outside the city limits.

8. It has also been impressed upon the industry to develop 4 stroke engines for two-wheelers which are less pollutant.

[Translation]

Construction of Bridges in Bihar

3907. SHRI MOHAMMAD ALI ASHRAF FATMI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the number of bridges constructed over national highways in Bihar during 1992-93;

(b) the number of bridges under repair on the national highways in Bihar during each of the last three years; and

(c) the details of expenditure incurred on repairs of bridges during the above period?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) The construction of two bridges has been completed during the year 1992-93.

(b) and (c). The Maintenance and Repairs of National Highways including bridges is a continuous process. The number of bridges repaired and expenditure incurred therein during the last 3 years as furnished by the State Government is as under:

Year	No. of bridges under repair	Expenditure incurred on repairs of bridges (Rs. in lakhs)
1991-92	15	25.00
1992-93	20	121.91
1993-94	18	40.42

[English]

Energy Conservation Report

Holding of Passports of more than one country

3908. SHRI JAGAT VIR SINGH DRONA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Indians and other residents in India are allowed to hold more than one passport i.e. of any other country together with Indian passport;

(b) if so, since when this has been started;

(c) whether any regulation has been framed to this effect by the Government; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA): (a) No, Sir.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

3909. SHRI SHARAD DIGHE: Will the Minister of POWER be pleased to state:

(a) whether the Committee formed to tighten the existing legislation on energy conservation has submitted its report; and

(b) if so, the suggestions made by the Committee and the action taken or proposed to be taken on those recommendations?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI P.V. RANGAYYA NAIDU): (a) No, Sir.

(b) Does not arise.

Allocation from CRF to A.P.

3910. SHRI G.M.C. BALAYOGI: Will the Minister of SURFACE TRANSPORT be pleased to state the funds released to Andhra Pradesh out of CRF during each of the last three years, year-wise?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): The funds released to Andhra Pradesh out of Central Road Fund during each of the last three

years, year-wise is as under:

(Rs. in lakhs)

<i>Year</i>	<i>Amount</i>
1991-92	50.00
1992-93	33.00
1993-94	50.00

**Private Sector LPG Distributors in
Uttar Pradesh**

3911. DR. SAKSHIJI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of LPG distributors of private sector oil companies operating in Uttar Pradesh as on June 30, 1994;

(b) the total number of consumers registered and are on waiting list; and

(c) the time by which all the consumers are likely to get LPG connections?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) to (c). Under the Parallel Marketing System, private agencies are free to appoint distributors and register customers with-out any involvement of Government. Hence the information sought is not being maintained by the Government.

As on 1.4.1994, there were 13.39 lakh persons on the waiting list for LPG connections with the public sector oil companies in Uttar Pradesh. Efforts are constantly on to

give LPG connections to as many applicants and as early as possible, subject to availability of LPG.

[*Translation*]

Ahmedabad Passport Office

3912. SHRI CHHITUBHAI GAMIT: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) the number of applications received by the Ahmedabad Passport Office during the last three years and number of passports issued to these applicants during this period; year-wise;

(b) the time limit fixed for the issue of passport and the time taken by Ahmedabad Passport Office in issuing a passport; and

(c) the reasons for not issuing the passports within the time limit and the steps taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA): (a) The number of applications received and the number of passports issued during the last three years are given in the attached Statement.

(b) and (c). No time limit has been fixed by the Government for the issue of passports. Presently Ahmedabad Passport Office is taking 75-80 days for issue of fresh passports as on 29.07.94. Passports are issued on first-come-first-served basis and the time taken by a Passport Office for issue of fresh passports depends on a number of factors including amount of workload, infrastructure of the office and the staff strength.

STATEMENT

RPO - AHMEDABAD

Sr.No.	Year	Number of applications received	Number of passports issued
1.	1991	131529	110233
2.	1992	133283	125321
3.	1993	111325	124080
		376137	359634

Telecom Factory, Bombay

3913. SHRI GEORGE FERNANDES:
Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether there has been a reduction in workload in the Telecom Factory in Bombay resulting in surplus manpower;

(b) if so, the details thereof;

(c) whether the Government have decided to close down the Telecom Factory in Bombay; and

(d) if so, the steps proposed to be taken by the Government to provide alternative employment to the workforce and to utilise the production facilities?

THE MINISTER OF STATE OF THE
MINISTRY OF COMMUNICATIONS (SHRI
SUKH RAM): (a) Yes, Sir.

(b) About 35 to 40% manpower is surplus.

(c) No, Sir.

(d) I. The following new products have been included in the production programme of 1994-95:

- 1) CBT-93 (Local Fayphone)
- 2) MDFs for C-DOT & other high capacity exchanges
- 3) Antennas
- 4) Line Jack Units
- 5) D.P. Boxes
- 6) D.D. Cabinets

7) Repair of C-DOT and E-10B Exchange line cards.

These products being less labour intensive cannot absorb full available surplus labour.

II. CGMs Telecom Factories have been authorized to produce and market any new Telecom/non-Telecom product to DOT or outside parties so as to utilize the available human resources and the infrastructure.

III. Transfer of willing surplus staff to other Telecom circles including Telecom Factory Jabalpur is under consideration.

Pepsi in Punjab

3914. SHRI MOHAN SINGH (DEORIA):
Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) the production achieved and profits earned by the unit of Pepsi Cola Company situated in Punjab, during the last two years, year-wise;

(b) the benefits accruing to the farmers of Punjab by the setting up of this unit; and

(c) the value of food items exported by this unit during the last two years, year-wise?

THE MINISTER OF STATE OF THE
MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGOI): (a) The production achieved by the units of M/s. Pepsi Foods Limited situated in Punjab during the last two years is as under:

		1992-93	1993-94 (Unaudited - 1.4.93 to 31.12.1993)
i)	Processed Potato/ grain foods	749 tonnes	363 tonnes
ii)	Soft drink con- centrate	10093 units	8554 units
iii)	Processed fruit Veg. products	3149 tonnes	2035 tonnes

As reported by the company, it has not earned any profit during the last two years.

(b) The company has brought in the latest agronomic packages and tested a large variety of hybrid seeds to ascertain suitability for increased productivity. The

average yield of tomato in the area has gone up from 6 tons per acre to 20 tons per acre. The total production of tomato in Punjab has gone up from 25,000 tons to over 1 lakh tons resulting in increased returns to the farmers.

(c) The fob value of food items exported during the last two years is as under:

<i>Year</i>	<i>Export (Rs. in lakhs)</i>
1992 - 93	1120.40
1993 - 94	1268.40

(Unaudited - 1.4.93 to 31.12.1993)

Joint Ventures in Mining

3915. SHRISARAT PATTANAYAK:
SHRI JAGMEET SINGH
BRAR:
SHRI VIJAY NAVAL PATIL:

Will the Minister of MINES be pleased to state:

(a) whether any Public Sector Undertaking has received proposals from foreign

countries for joint ventures in mining; and

(b) if so, the details thereof and the investments to be made, country-wise?

THE MINISTER OF STATE OF THE MINISTRY OF MINES (SHRI BALRAM SINGH YADAV): (a) and (b). Yes, Sir. The Public Sector undertakings under the Ministry of Mines have received preliminary proposals from various foreign companies for exploration, exploitation of Non-Ferrous Metals and also for beneficiation of tailings at Kolar. Hindustan Zinc Limited, a public

sector undertaking of the Ministry of Mines has signed an MoU on 18.7.1994 with Mingini Mining Limited of Australia for undertaking evaluation and development of known gold prospects in India. The quantum of investment cannot be assessed at this stage.

[*Translation*]

Short Term Power Project

3916. SHRI RAM TAHAL CHOUHARY: Will the Minister of POWER be pleased to state:

(a) whether the implementation of short-term power projects has been satisfactory;

(b) if not, the reasons therefor; and

(c) the present status of the implementation scheme, the work completed in this regard during the last three years and the steps proposed to be taken to expedite the implementation of the scheme, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI P.V. RANGAYYA NAIDU): (a) Yes, Sir.

(b) Does not arise.

(c) State-wise details of short-term power projects comprising Gas Turbines, Steam Turbines, and Diesel Generating Sets commissioned during the last three years are as follows:

<i>Name of Project</i>	<i>Capacity (in MW)</i>	
<i>UTTAR PRADESH</i>		
<i>Central Sector</i>		
Dadri CCGT	GT 1	131
	GT 2	131
	GT 3	131
	GT 4	131
	ST 1	146.5
	ST 2	146.5
<i>JAMMU & KASHMIR</i>		
<i>State Sector</i>		
Pampore St. II	GT 1	25
	GT 2	25
	GT 3	25

<i>Name of Project</i>		<i>Capacity (in MW)</i>
------------------------	--	-------------------------

GUJARAT

Central Sector

Kawas CCGT	GT 1	106
	GT 2	106
	GT 3	106
	GT 4	106
	ST 1	110
	ST 2	110
Gandhar CCGT	GT 1	131
	GT 2	131

State Sector

Utran CCGT	GT 1	33
	GT 2	33
	GT 3	33
	ST 1	45
Vatwa CCGT	GT 2	33
	ST 1	33

MAHARASHTRA

State Sector

Uran Waste Heat

Recovery Unit 1		120
Trombay GT		120

<i>Name of Project</i>		<i>Capacity (in MW)</i>
KARNATAKA		
State Sector		
Yelahanke DG Sets	DG 6	21.32
	DG 5	21.32
	DG 4	21.32
	DG 3	21.32
	DG 2	21.32
	DG 1	21.32
TAMIL NADU		
State Sector		
Narimanam	GT 1	5
	GT 2	5
ASSAM		
Lakwa	GT 5	20
	GT 6	20

[English]

**Telephones to Retired Persons in
Hyderabad**

3917. SHRI J. CHOKKA RAO: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of applications pending for telephone connections under the retired officers quota under different exchanges in Hyderabad City as on date; and

(b) the time by which these are likely to be cleared?

THE MINISTER OF STATE OF THE MINISTRY COMMUNICATIONS (SHRI SUKH RAM): (a) Sir, the number of applications of retired Government Officers pending exchange-wise are given in the attached Statement.

(b) Out of 77 pending cases, 10 connections will be provided by 31.8.1994 and rest of the connections will be cleared by 31.3.1995.

STATEMENT

THE NUMBER OF APPLICATIONS OF RETIRED GOVT. OFFICERS PENDING EXCHANGE-WISE

S.No.	Exchange	No. of applications pending
1.	Charminar /52	5
2.	Doorsanchar Bhavan/20	1
3.	Saifabad Non-E-10B/3,22	13
4.	Saifabad (Siemens)/31,89	13
5.	Gowliguda E-10B/51	2
6.	Gowliguda 'RLU/54	3
7.	Kukatpally/278	2
8.	Musheerabad Non-E-10B/66	4
9.	Sanathnagar Non-E-10B/26	4

S.No.	Exchange	No. of applications pending
10.	Secunderabad Non-E-10B/82,83	3
11.	Secunderabad (Siemens)/80	3
12.	Saroornagar/87	15
13.	Tarnaka/868	6
14.	Vanastalipuram/530	3
Total:		77

**Progress of Work on National Highway
No. 17**

3918. SHRI K. MURALEE DHARAN:
Will the Minister of SURFACE TRANSPORT
be pleased to state:

(a) the current status of the proposed
work on Kuttipuram Puthuponnani Road on
National Highway No. 17; and

(b) the time by which the work is likely to
be started and completed?

THE MINISTER OF STATE OF THE
MINISTRY OF SURFACE TRANSPORT
(SHRI JAGDISH TYTLER): (a) and (b).
Land for the project is being acquired which
is likely to be completed by March, 1995,
subject to availability of funds. The work will
be taken up after the land is acquired. It is
too early to indicate the time for its comple-
tion.

Post Offices in East Delhi

3919. SHRI B.L. SHARMA PREM: Will
the Minister of COMMUNICATIONS be
pleased to state:

(a) the number of post offices sanc-
tioned for the Trans-Yamuna area in Delhi
during 1993-94 and the number out of them
which have started functioning as on July
31, 1994; and

(b) the time by which the remaining
sanctioned post offices are likely to start
functioning?

THE MINISTER OF STATE OF THE
MINISTRY OF COMMUNICATIONS (SHRI
SUKH RAM): (a) Three post offices have
been sanctioned for the Trans-Yamuna area

in Delhi during 1993-94. Out of which, one
has been started functioning.

(b) The remaining sanctioned post offic-
es will commence functioning as soon as
suitable rented accommodation becomes
available.

[*Translation*]

LDPT in Bihar

3920. SHRI BHUBANESHWAR
PRASAD MEHTA:
SHRI MANJAY LAL:

Will the Minister of COMMUNICATIONS
be pleased to state:

(a) the number of long distance public
telephones working in Bihar;

(b) the number of such telephones in-
stalled during 1992-93 and 1993-94;

(c) whether any targets have been fixed
for 1994-95; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE
MINISTRY OF COMMUNICATIONS (SHRI
SUKH RAM): (a) As on 31-07-1994, the
number of long distance public-telephones
(LDPTs) working in Bihar is 6,599.

(b) The number of such telephones
installed during the year 1992-93 and 1993-
94 are 885 and 299 respectively.

(c) Yes, Sir.

(d) A target of providing 7,230 such
telephones has been fixed for the year
1994-95.

[English]

Equity in Oil India Limited

3921. SHRI BOLLA BULLI
RAMAIAH:
SHRI S.B. SIDNAL:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government propose to dilute 40% equity in Oil India Limited;

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

(c) the number of LOIs issued from January to June 30, 1994 for the production of lubricants and petroleum products;

(d) whether ONGC has sought alliances with foreign companies for oil exploration in the country;

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

(f) the measures being taken by the Government to attain self-sufficiency in petroleum sector?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) and (b). No such proposal is under consideration of the Government at present.

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

(d) and (e). Government have invited bids from private parties, both Indian and

foreign, for the exploration of oil and gas in specified blocks.

(f) Efforts are being made to increase the refining capacity by taking up expansion of existing refineries and by setting up of new grass root refineries both in the joint venture and private sector. Besides promoting conservation of petroleum products in various fields, a number of oil and gas field development projects are being implemented to enhance production of crude oil and natural gas. Government have also offered certain oil/gas fields for development to joint ventures/private companies.

Use of Optical Fibre in Kerala

3922. SHRI P.C. THOMAS: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether optical fibre system is being adopted in Telecom sector in areas prone to lightning;

(b) if so, whether this system has proved successful; and

(c) the places covered or proposed to be covered in Kerala under this scheme?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) Yes, Sir. The optical fibre cable system is widely used in telecom network including areas prone to lightning.

(b) Yes, Sir.

(c) The places already covered and proposed to be covered in Kerala during 1994-95 are furnished in the attached Statement.

1. PLACES ALREADY COVERED

1	Trivandrum-Quilon-Kottayam-Ernakulam-Trichur-Palghat	140 MBs.
2	Kannur-Telecherry-Badagara-Quilandy-Calicut	140 MBs.
3	Kottayam-Tiruvalla	140 MBs.
4	Ernakulam-Alwaye	140 MBs.
5	Trivandrum-Attingal	34 MBs.
6	Quilon-Kottarakkara	34 MBs.
7	Alloppy-Sherentalai-Ernakulam	34 MBs.
8	Kottayam-Vaikom	34 MBs.
9	Alwaye-Parur	34 MBs.
10	Trichur-Guruvayoor	34 MBs.
11	Trichur-Kunnamkulam	34 MBs.
12	Calicut-Tamarassery	34 MBs.
13	Irinjalkuda-Chiatakudy	34 MBs.

II. PLACES PROPOSED TO BE COVERED DURING 1994-95

- | | | |
|----|---|----------|
| 1. | Calicut-Tirur-Ponnani-Trichur | 140 MBs. |
| 2. | Kannur-Mangalore | 140 MBs. |
| 3. | Alappuzha-Changanacherry | 34 MBs. |
| 4. | Angamaly-Kalady-Perumbavoor-Kothamangalam | 34 MBs. |

Linking of State Roads with National Highways in Madhya Pradesh

3923. SHRI PHOOL CHAND VERMA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Government of Madhya Pradesh has made any request to the Union Government for allocation of special funds to link some of State roads with National Highways; and

(b) if so, the details thereof, including the amount earmarked therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b). Presumably, the Hon'ble Member is having in mind the proposals submitted by the State Government of Madhya Pradesh for financing certain projects linking State Roads with National Highways under the Centrally sponsored scheme of State Roads of Inter-State or Economic Importance in the 8th Five Year Plan. The State Government have sponsored 22 Road/bridge projects costing Rs. 52.54 crores under the aforesaid scheme. However, owing to limited allocation of funds earmarked under the Central Sector Roads programme, it has been possible to approve one project regarding construction of bridge over river Dhasan on Jhansi-Khajuraho Road costing Rs. 10.00 crores in the programme.

Commemorative Stamp

3924. SHRI AJOY MUKHOPADYAY: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have since

decided to bring out a postage stamp to commemorate the birth centenary of late Dwijendra Lal Roy, the great poet and dramatist of Bengal;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) No, Sir.

(b) Does not arise.

(c) Proposals for special commemorative postage stamps are considered by the Philatelic Advisory Committee and are also examined in the light of existing guidelines. The guidelines stipulate that stamps on personalities may be issued on their birth centenary. As late Dwijendra Lal Roy was born in 1863, the proposal did not come within the guidelines and was not amongst those recommended by the Committee.

Passport Booklets

3925. SHRI HARIN PATHAK: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether there is shortage of passport booklets in Ahmedabad, Bhopal and other regional passport offices in the country; and

(b) if so, the steps being taken by the Government to improve the situation?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI R.L. BHATIA): (a) No, Sir.

(b) Does not arise.

Additional Capacities at Haldia Port Complex

3926. SHRI SUBRATA MUKHERJEE: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there is any proposal for the installation of additional capacities in the ore-handling plant and coal handling plant at Haldia Port Complex;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) No, Sir.

(b) Does not arise.

(c) Need for it has not been felt on account of the traffic projections.

Gas Reserves in K.G. Basin

3927. SHRI SOBHANADREESWARA RAO VADDE: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the estimated quantity of gas reserves in the K.G. Basin on-shore and off-shore separately;

(b) the quantity of recoverable gas from the on-shore drilling operations;

(c) whether the Government have plan to convert it into cooking gas and also to utilise it for transportation; and

if not, the reason therefor?

THE MINISTER OF STATE OF THE

MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) The in-place Geological reserves of gas estimated as on 1.4.94 in KG Basin onland and offshore are 56380.1 MMm³ and 18178.2 MMm³, respectively.

(b) As on 1.4.94, the recoverable reserves of gas from KG onland is 31316.6 MMm³.

(c) and (d). The gas projected to be available has been fully allocated to power, fertiliser and other projects.

[*Translation*]

P and T Services in North East Region

3928. SHRI SURAJBHANU SOLANKI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have taken any decision to improve the telephone, post and telegraph services in North Eastern region of the country; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) Yes, Sir.

(b) To improve the telephone and telegraph and postal services, following steps are being taken on continuing basis:

DEPARTMENT OF TELECOM

1. Replacement of worn out telephone instruments by new ones.

2. Replacement of worn out electro-mechanical exchanges by electronic ones.

3. Replacement of fault prone underground telephone cables, dropwires and Telephone Instruments.
4. Replacement of heavy overhead alignments by underground cables.
5. Provision of Ducts for cables in big cities.
6. Provision of more public telephones.
7. Induction of Optical Fibre system in transmission media.
8. Induction of Digital Microwave system in transmission media.
9. Computerisation of fault repair services.
10. Modernisation of Telegraph network by installing electronic store forward message switching systems, Electronic Teleprinters, Electronic key boards and other related devices.
11. Regular monitoring of services and taking of corrective measures wherever any shortcoming is noticed.

POSTAL

1. Measures to improve postal facilities in the North Eastern are being regularly taken in terms of expanding the existing postal network, providing more departmental buildings, provision of speedier delivery of mails through the speed post network etc.
2. The number of post offices in dif-

ferent categories available in the North Eastern Circle as on 1.4.94 are as below:

Head Post Offices: 9
 Sub Offices: 308
 Extra Departmental Sub Offices: 20
 Extra Departmental Branch Offices: 2478

3. Under the Annual Plan 1994-95 the department has fixed the target of opening the following departmental sub-offices and extra departmental branch offices in the North Eastern Circle:

BRANCH OFFICES

Tribal Area: 3
 Other Area: 1
 Total: 4

DEPARTMENTAL SUB OFFICES

Tribal Area: 3
 Other Area: 1
 Total: 4

Pulse Processing Industries

3929. SHRI DATTA MEGHE: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether pulses processing mills have been set up in Maharashtra, particularly in the tribal districts during the last three years;

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

(c) whether adequate financial provisions have been made under the National Pulses Development Scheme for the setting

up of such mills; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRITARUNGOGOI): (a) and (b). The information is being collected from the State Government of Maharashtra and will be laid on the Table of the House.

(c) and (d). Yes, Sir. A Provision of Rs. 69.00 lakhs has been made during the year 1994-95 for supply of Dal processors under the Centrally Sponsored National Pulse Development Project.

[English]

Company Set-up by British Gas and GAIL

3930. PROF. SAVITHRI LAKSHMANAN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether British Gas and the Gas Authority of India Ltd. have set up a new company to bring natural gas to Bombay;

(b) if so, the salient features thereof;

(c) whether the said proposal had already been approved by the Union Government; and

(d) the areas identified to market the natural gas?

THE MINISTER OF STATE OF THE

MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a), (b) and (d). Gas Authority of India Ltd. and British Gas propose to form a Joint Venture Company to implement the Bombay City Gas Distribution project to supply natural gas to about six lakh households, commercial institutions and industrial units in and around Bombay.

(c) Yes, Sir.

Development of Inland Waterways

3931. SHRI S.M. LALJAN BASHA:
DR. VASANT
NIWRUTHI PAWAR:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the schemes selected by the Inland Waterways Authority of India (IWAI) during the last two years;

(b) whether IWAI has submitted a report that due to limited financial outlays, major works would not be taken up;

(c) if so, the details thereof;

(d) whether any major works having been abandoned are located in Andhra Pradesh; and

(e) if so, the steps proposed to be taken to make available sufficient funds to IWAI for revival of such projects?

THE MINISTER OF STATE OF THE
MINISTRY OF SURFACE TRANSPORT

(SHRI JAGDISH TYTLER): (a) A list of the schemes selected/implemented by IWAI during the last two years i.e. 1992-93 and 1993-94 is enclosed at Statements I & II.

(b) and (c). No, Sir. However, in the policy/strategy document for the develop-

ment of inland waterways, the IWAI has indicated the need for more financial outlays and technical staff in order to achieve the targets set in the 8th 5 Year Plan.

(d) No, Sir.

(e) Does not arise.

STATEMENT-I

LIST OF THE SCHEMES APPROVED BY IMAI DURING THE YEAR 1992-93

Name of the Scheme	Sanctioned Cost (Rs. in crores)
1. River Conservancy works on Ganga for 1992-93	1.10
2. River improvement works on Brahmaputra for 1992-93	1.27
3. Detailed Hy. Surveys on Udyogmandal and Champrikar anal ^{anal}	0.10
4. Techno-Economic Feasibility Studies:	
a) Cost effectiveness of IWT on Ganga	0.17
b) DPR for river training works Ganga	0.28

STATEMENT-II

LIST OF THE SCHEMES APPROVED BY IWAI DURING THE YEAR 1993-94

Name of the Scheme	Estimated Cost (Rs. in Crores)
1. River Conservancy works on Ganga for 1993-94	2.63
2. River improvement works on Brahmaputra	1.25
3. Scheme for construction of floating pontoon jetty at Calcutta	1.98
4. Scheme for provision of navigational aids on Brahmaputra	1.95
5. Development of West Coast Canal	1.80
6. Scheme for introduction of experimental cum promotional IWT operations by private operators on National Waterway-I (The Ganga)	0.84
7. Scheme for promotion of IWT in NW-I & II by way of giving compensation of 10 paise per river KMT of cargo moved	5.00

Name of the Scheme	Estimated Cost
8. Techno-Economic feasibility studies	
a) Canal system connecting Kakinada and Madras	0.14
b) The West Coast Canal (Kollam-Kovalam)	0.02
9. Construction of office-cum R&D of IWAI	4.57
10. Demolition of Tottapalli Lock on West Coast Canal	0.075

[Translation]

Employment Generation

3932. SHRI GUMAN MAL LODHA: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the entry of MNCs into food processing is making this industry less labour-intensive; and

(b) if so, the reasons for promoting MNC participation in the food processing industries?

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGOI): (a) and (b). No specific study in this regard has been conducted by this Ministry. However, since liberalisation in July, 1991, Food Processing Industry has been attracting considerable investments. As per available information till June, 1994, 2680 Industrial Entrepreneurs Memoranda (IEMs) envisaging direct employment of 4.81 lakh persons have been filed for setting up Food Processing Industries. Besides, approvals for setting up of food processing units under foreign collaboration/joint venture/Export-Oriented Unit Schemes envisaging an investment of Rs. 7060 crores and direct employment of about 83250 persons have been granted. These proposals also include foreign/NRI investments. Participation of foreign companies has been permitted with a view to avail of the attendant benefits of technology, managerial practice, market expansion, export enhancement, etc., besides the employment generation.

[English]

Electric Switching to STD Subscribers

3933. SHRI SHANTARAM POTDUKHE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have decided to connect all STD subscribers to electronic switching;

(b) if so, the details thereof; and

(c) the steps taken so far in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) Yes, Sir.

(b) and (c). Steps are being taken to replace non-electronic exchanges with electronic exchanges subject to availability of funds.

Wherever both Electro-mechanical and Electronic Exchange are co-located, STD telephones are being connected with electronic exchanges subject to the technical feasibility like the availability of Electronic Exchange capacity and the external plant connectivity.

Meeting of PFC and SEBs

3934. DR. RAMKRISHNA KUSMARIA: Will the Minister of POWER be pleased to state:

(a) whether any conference of experts of Power Finance Corporation and State Electricity Boards has been held recently;

(b) if so, the recommendations made therein; and

(c) the action taken by the Government on these recommendations?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI P.V. RANGAYYA NAIDU): (a) Power Finance Corporation (PFC) has been organising Workshops to discuss the issues of common interest to the Power Sector, from time to time. Two such Workshops on "Improvement in Power Sector in North Eastern States" and "Power Utilities and Efficiency Improvement" were organised by PFC recently. These were attended by SEBs officials, among others.

(b) In the Workshop on "Improvement in Power Sector in North Eastern States", the urgent need for Renovation and Modernisation of Power Plants, strengthening the transmission lines and communication systems, capital restructuring of SEBs and Electricity Departments, need for computerisation of revenue collection etc. were discussed and recommended for implementation. Similarly, in the Workshop on "Power Utilities and Efficiency Improvement", the need for restructuring of the Power Sector improving the financial management and commercial operations, review of retail tariff structure etc. were recommended.

(c) Primarily, action on the recommendations are to be taken by the State Governments and State Electricity Boards concerned.

LPG Bottling Plant in Gujarat

3935. DR. AMRITLAL KALIDAS PATEL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government propose to set up LPG bottling plant in Gujarat State;

(b) if so, the details thereof and the location selected for the purpose; and

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

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) to (c). During the VIII Plan, two new LPG bottling plants, one at Ahmedabad and another at Bhavnagar, with annual bottling capacity of 32 TMT and 44 TMT respectively are planned to be set up in Gujarat. Construction work at Ahmedabad is in progress. Acquisition of land is in progress for the plant at Bhavnagar.

[Translation]

Revenue and Expenditure on P&T Services in Gujarat

3936. SHRI RATILAL VARMA:
SHRI N.J. RATHVA:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) the revenue earned by the Government from telephone, postal and telegraphic services, separately in Gujarat during 1991-92, 1992-93 and 1993-94; and

(b) the expenditure incurred on these services during the aforesaid period, separately?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) Revenue earned by the Government from Telephone, Posts and Telegraphic Services are as follows:

(Figures in crores of Rs.)

	Telephone	Posts	Telegraphs
1991-92	359.56	58.38	12.92
1992-93	438.47	-66.51	10.50
1993-94	603.63	65.33	13.84

(b) The expenditure incurred on these services during the aforesaid periods are furnished below:

(Figures in crores of Rs.)

	Telephone	Posts	Telegraphs
1991-92	96.88	89.29	10.94
1992-93	112.45	100.32	11.05
1993-94	130.36	108.29	12.50

[English]

SC/ST Employees in Orissa Postal Circle

3937. SHRI ARJUN CHÄRAN SETHI:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) the total number of appointments made by the authorities concerned in class IV, work charged and daily wage employees including the EDDA, EDA and EDMC in the Bhadrak Postal Division of Orissa Postal Circle during the last three years;

(b) whether the interests of the SC/ST community have been protected as per the rules and the "Rosters" maintained therefor in the Department; and

(c) if so, the details of such appointments especially to SC/ST candidates vis-a-vis the general category of candidates in the Bhadrak Postal Division?—

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) Total number of appointments made in Group D/work charged and daily wage employees: NIL. Total number of ED employees appointed during last three years is OC-29, SC-12 and ST-NIL.

(b) Yes Sir.

(c) Total number of ED employees appointed during the last three years in SC category is 12. No ST candidate was available.

[*Translation*]**Bridge over Yamuna in U.P.**

3938. SHRI RAM PUJAN PATEL: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether foundation stone was laid for construction of bridge over Yamuna at Allahabad in Uttar Pradesh;

(b) if so, whether Union Government have released its share;

(c) if so, the details thereof; and

(d) the time by which the construction is likely to be started?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) No, Sir.

(c) Does not arise.

(d) By October, 1996.

[*English*]**Motion in British Parliament on Kashmir**

3939. MAJ. GEN. (RETD). BHUWAN CHANDRA KHANDURI: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether the Government are aware of the News-Paper report that a world-wide Parliamentary initiative was launched in London on 11 July, 1994, as appearing in Pakistan Newspaper "NEWS" dated July 12, 1994;

(b) if so, the details thereof and the

reaction of the Government thereto;

(c) whether a Motion has been tabled on Kashmir in British House of Commons and also in a number of other countries' Parliaments; and

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

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI SALMAN KHURSHEED): (a) Yes, Sir.

(b) At a press conference in London on 11th July, 1994 held under the aegis of the All Party British Parliamentary Association, an action programme in support of Kashmiri self-determination was announced. Around ten British MPs are members of this Association which has been actively supporting pro-Pakistan and pro-Kashmiri independence groups in the U.K. The Association has no official international parliamentary status.

(c) and (d). On 7th July, 1994 an Early Day Motion was introduced in the British House of Commons calling on the Governments of India and Pakistan to recognise and respond to the call for Kashmiri self-determination. An Early Day Motion is not a formal Motion of the British House of Commons and merely expresses the views of individual MPs who affix their signatures to it. Government have no report of any similar Motions being introduced in the Parliaments of other countries. Through our High Commission in London, Government are continuously engaged in efforts to inform British MPs as well as political parties of our perceptions and concerns with a view to encouraging them to take objective positions relating to Jammu and Kashmir in the light of Pakistan's territorial ambitions and support

for cross-border terrorism. The three major political parties in the U.K. have conveyed to our High Commission that statements and activities of members of the All Party British Kashmir Parliamentary Association do not reflect the policies or views of these political parties.

Funds for Telephone Lines

3940. DR. ASIM BALA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the DOT have taken funds on lease from private companies;

(b) if so, the details thereof;

(c) whether this fund will be used for new telephone lines;

(d) if so, the details thereof; and

(e) the fate of the old telephone lines which are not working for shortage of equipment or other faults?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) The Department has entered into arrangements for supply of switching equipment for 4,70,000 lines of new technology switch on lease basis. The total quantum of funds involved is Rs. 220 crores (approx).

(b) and (d). Further details are given in the attached Statement.

(c) Yes Sir.

(e) Enough equipment is available to maintain the existing network. The old telephone lines will be replaced in due course

STATEMENT

LARGE SIZE SWITCHING EQUIPMENT THROUGH LEASING DURING 1994-95

Sl. No.	Unit	Suppliers and No. of Lines			
		Siemens India Ltd	Ericsson India Pvt. Ltd	Fujitsu India	Alcatel Modi
1.	MTNL-Bombay	—	—	50K+20K	65K
2.	MTNL-Delhi	—	50K	—	35K
3.	Calcutta	10K	—	—	—
4.	Andhra Pradesh				
	(a) Vijayawada	10K	—	—	—
	(b) Vishakhapatnam	10K	—	—	—
	(c) Hyderabad	—	—	—	—
5.	Gujarat				
	(a) Ahmedabad	20K	—	—	—
	(b) Baroda	—	—	10K	—

Sl. No.	Unit	Suppliers and No. of Lines			
		Siemens India Ltd	Ericsson India Pvt. Ltd	Fujitsu India	Alcatel Modi
	(c) Surat	—	—	10K	—
6.	Haryana				
	(a) Faridabad	10K	—	—	—
7.	Karnataka				
	(a) Bangalore	—	30K	—	—
8.	Kerala				
	(a) Ernakulam	—	10K	—	—
9.	Madhya Pradesh				
	(a) Indore	10K	—	—	—
10.	Maharashtra				
	(a) Nagpur	10K	—	—	—
11.	Pune				
	Punjab	—	—	10K	—

Sl. No.	Unit	Suppliers and No. of Lines			
		Siemens India Ltd	Ericsson India Pvt. Ltd	Fujitsu India	Alcatel Modi
	(a) Amritsar	20K	—	—	—
	(b) Chandigarh	—	—	10K	—
	(c) Jalandhar	10K	—	—	—
	(d) Ludhiana	—	—	10K	—
12.	Rajasthan				
	(a) Jaipur	20K	—	—	—
	(b) Udaipur	10K	—	—	—
	(c) Kota	—	—	—	—
13.	Tamilnadu				
	(a) Coimbatore	—	10K	—	—
	(b) Madras	—	—	—	—

Sl. No.	Unit	No. of Lines			
		Siemens India L. U.	Ericsson India Pvt. Ltd	Fujitsu India	Alcatel Modi
14.	Uttar Pradesh				
	(a) Meerut	10K	—	—	—
		150K	100K	100K+20K	100K

[Translation]

DTC Fleet

3941. SHRI RAJENDRA
AGNIHOTRI:
SHRI PANKAJ
CHOWDHARY:

Will the Minister of SURFACE TRANSPORT be pleased to state:

- (a) the total number of buses in DTC fleet;
- (b) the total number of buses out of them lying unused for want of repair;
- (c) the action taken by the Corporation to repair these buses and to put them back on roads; and
- (d) the amount earmarked for this purpose?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b). As on 16-8-1994 DTC had a fleet of 3514 buses out of which 725 buses are lying unused for want of repair.

(c) and (d). DTC is undertaking repair work of as many buses as possible within an

amount of Rs. 2.00 crores which has been earmarked for repair of buses for the year 1994-95.

[English]

Emergency Cells for LPG Complaints

3942. SHRI A. ASOKARAJ: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

- (a) the names of cities where emergency cells to attend LPG complaints have been set up State-wise;
- (b) whether the Government propose to set up such more cells; and
- (c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) A total number of 413 markets of various cities/towns in the country have been provided with LPG emergency service cells. The names of the cities/towns where these cells have been operating are given in the attached Statement.

(b) and (c). Remaining markets are planned to be covered in a phased manner in the following years.

STATEMENT

S.No.	State/UTs	No. of Cells	Location
<i>Northern Region</i>			
1.	Delhi	3	Delhi, Delhi (W), Delhi (E)
2.	Haryana	19	Hissar, Bahadurgarh, Sonapat, Gurgaon, Karnal, Panchkula, Panipat, Yamunanagar, Rohtak, Ballabhgarh, Gharaunda, Safidon, Assandh, Samalkha, Narwana, Dadri,

S.No.	State/UTs	No. of Cells	Location
3.	Punjab	26	Barwala, Kaika, Palwal Patiala, Hoshiarpur, Kapurthala, Bhatinda, Jalandhar, Ludhiana, Nakodar, Tanda, Samana, Sunam, Dhuri, Bassi, Pathana, Barnala, Rajkot, Nawanshahar, Phillaur, Banga, Jaitu,

S.No.	State/UTs	No. of Cells	Location
4.	Rajasthan	27	Rampura, Phull, Zira, Faridkot, Beas, Nangal, Popar, Kharar, Jagraon Jaipur, Bikaner, Alwar, Ajmer, Jodhpur, Udaipur, Kota, Balotra, Barmer, Kuchman, Karauli, Mount Abu, Makrana, Chittoregarh,

S.No.	State/UTs	No. of Cells	Location
			Pilani,
			Jhunjhunu,
			Rajgarh,
			Hanumangarh,
			Ratangarh,
			Nawalgarh,
			Neem ka Thana,
			Hindaun,
			Gangapur
			City,
			Abu Road,
			Bayana,
			Sojat,
			Dungarpur
5.	Uttar Pradesh	107	Agra,
			Aligarh,
			Allahabad,
			Faizabad,
			Firojabad,
			Jhansi,
			Kanpur,
			Lucknow,
			Muzaffar Nagar,

S.No.	State/UTs	No. of Cells	Location
			Varanasi,
			Shahjahanpur,
			Ghaziabad,
			Raibareilly,
			Farukhabad,
			Mathura,
			Roorkee,
			Kashipur,
			Bareilly,
			Gorakhpur,
			Meerut,
			Sikandara-rao,
			Gulaothi,
			Debai,
			Sikarpur,
			Atrauli,
			Mawana,
			Barauth,
			Nainital,
			Pithoragarh,
			Almora,
			Ramnagar,
			Pantnagar,
			Ranikhet,

S.No.	State/UTs	No. of Cells	Location
			Mussori,
			Tehri,
			Uttarkashi,
			Srinagar,
			Pauri,
			Gopewar,
			Lansdown,
			Dak Pathar,
			Khatauli,
			Khekra,
			Shamli,
			Baghpat,
			Kairana,
			Kosikalan,
			Loni,
			Pilkhuva,
			Suryanagar,
			Deoband,
			Gangoh,
			Kalagarh,
			Lohaghat,
			Kichha,
			Ujhani,

S.No.	State/UTs	No. of Cells	Location
			Amroha,
			Chandpur,
			Seohara,
			Kiratpur,
			Nazibabad,
			Tanda,
			Bilaspur,
			Baheri Bilaspur,
			Tilhar,
			Aonla,
			Kotdwar,
			Tanakpur,
			Bagheswar,
			Dharchula,
			Didihat,
			Sahaswan,
			Kakrela,
			Bijnore,
			Hosanpur,
			Nagina,
			Kashipur,
			Puranpur,
			Khatima,

S.No.	State/UTs	No. of Cells	Location
			Mubarakpur,
			Amethi,
			Padrauna,
			Bansi,
			Barhaj,
			Jalaipur,
			Ballia,
			Atarra,
			Robertsganj,
			Gola,
			Laharpur,
			Jalaun,
			Dehradun,
			Muradabad,
			Saharanpur,
			Babina,
			Biswan,
			Mahoba,
			Lalitpur,
			Fatehpur,
			Shuklaganj,
			Kannauj,
			Sandila,
			Orai,

S.No.	State/UTs	No. of Cells	Location
6.	Jammu & Kashmir	2	Etah, Sultanpur, Sambhal Talwara, Jammu
	<u>Eastern Region</u>		
7.	Assam	1	Gauhati
8.	Bihar	18	Dhanbad, Jamshedpur, Patna, Ranchi, Bokaro, Gaya, Bhagalpur, Lohardaga, Jhumritalaya, Gomia, Giridih, Gumla, Sindri,

S.No.	State/UTs	No. of Cells	Location
9.	Orissa	14	Jharia, Katras, Patratu, Jamui, Dumka Rourkela, Berhampur, Puri, Bhubaneswar, Cuttack, Birmitrapur, Sundergarh, Anugul, Bhavanipatna, Barbil, Bhanjnar, Paralakhmundi, Jatni, Chhatarpur
10.	West Bengal	24	Tamluk, Calcutta, Durgapur,

S.No.	State/UTs	No. of Cells	Location
			Khuradah, Howrah, Ghatak, Neamatpur, Jhargram, Barakar, Midnapur, Katwa, Adra, Rampurhat, Canning, Basirhat, Arambagh, Tarkeswar, Malda, Jalpaiguri, Murshidabad, Krishnanagar, Ranaghat, Bangaon
	Western Region		
11.	Gujarat	10	Ahmedabad,

S.No.	State/UTs	No. of Cells	Location
12.	Madhya Pradesh	19	Raroda, Bhavnagar, Surat, Amreli, Dhoreji, Keshod, Manavadar, Palitana, Himmatnagar
			Bhilai, Gwalior, Indore, Jabalpur, Raipur, Ratlam, Bhopal, Ujjain, Astha, Bhind, Dabra, Datia, Hoshangabad,

S.No.	State/UTs	No. of Cells	Location
13.	Maharashtra	20	Nagda, Narsinghgarh, Neemuch, Pipariya, Sarani, Ashoknagar Ahmednagar, Aurangabad, Bombay, Kolhapur, Nagpur, Pune, Sholapur, Nagpur, Dondiacha, Shahada, Umrer, Pulgaon, Dharangaon, Taloda, Chikhali, Washim,

S.No.	State/UTs	No. of Cells	Location
			Kamati, Ratnagiri, Chiplun, Islampur
			Guntur, Warrangal, Hyderabad, Kakinada, Kurnool, Nellore, Rajamundry, Secunderabad, Vijaywada, Vishakhapatnam, Ichapuram, Tekkali, Penugonda, Palamaner, Markapur, Kodad, AvaniGEDDA,
14.	Andhra Pradesh	42	
	<u>Southern Region</u>		

S.No.	State/UTs	No. of Cells	Location
			Kandukur,
			Bhongir,
			Punganur,
			Tiruvur,
			Nandigama,
			Jaggayapet,
			Satanapalli,
			Miryalaguda,
			Raichoti,
			Vetapalam,
			Bhainsa,
			Mancherla,
			Huzurabad,
			Jagatal,
			Koratla,
			Peddapalli,
			Salur,
			Mecherla,
			Tandur,
			Mangalgi,
			Srikakulam,
			Mandyal,
			Mandapeta,
			Chilakalurpet,

S.No.	State/UTs	No. of Cells	Location
15.	Karnataka	29	Repalle Bellary, Mangalore, Gulbarga, Bangalore, Dharwad, Hubli, Mysore, Shimoga, Hagaribommanahalli, Basavkalyan, Aland, Chittapur, Shahapur, Shorapur, Haliyal, Bailhong, Bailhongal, Kittur, Kumta, Chalakere, Kundapur, Shaklespur, Kolar,

S.No.	State/UTs	No. of Cells	Location
16.	Kerala	16	Sidalghatta, Hunsur, Sira, Tiptur, Bagalkot, Khanapur, Belgetum
			Calicut, Ernakulam, Trivandrum, Ambalaphura, Haripad, Chittoor, Kallengode, Nemmara, Chattanur, Killikollur, Atingal, Chirayankil, Nedumangad, Neyyainkara, Parasala,

S.No.	State/UTs	No. of Cells	Location
17.	Tamilnadu	31	Kasaragod Madras, Madurai, Salem, Trichy, Madras, Coimbatore, Karur, Bodinayakanur, Pallepatti, Denkanikottai, Dharampuri, Kaveripattinam, Dharapuram, Pallipalayam, Vellakoli, Attayampatti, Rasipura, Tiruchengode, Tiruvellore, Polur, Sriperumbudur,

S.No.	State/UTs	No. of Cells	Location
18.	Goa	3	Cheyyar, Virudunagar, Pudukottai, Kodaikanal, Ambasamudram, Mettupalayam, Bhavani, Mettur, Arcot, Vandalur
<u>Union Territories</u>			
19.	Chandigarh	1	Chandigarh
20.	Pondicherry	1	Pondicherry

Supply of Petrol/Diesel and Kerosene to Punjab

3943. SHRI JAGMEET SINGH BRAR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the quantity of petrol, diesel and kerosene being supplied at present to Punjab;

(b) the demand and the supply of these items during the last three years;

(c) whether any fresh requests have been received to increase the quota of petrol, diesel and kerosene from the Government of Punjab; and

(d) if so, the action to be taken thereon?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) and (b). Petrol and Diesel are supplied in full as per the requirement everywhere all over the country. Kerosene is an allocated product. Central Government makes bulk allocation to the States on historical basis, who manage its retail distribution.

The quantities of Kerosene allocated to Punjab during the last three years are given below:

(Figs. in TMTs)

Year	Kerosene
1991 - 92	318.794
1992 - 93	319.304
1993 - 94*	322.461

* = Provisional

(c) and (d). Requests are received from States for additional allocation of Kerosene from time to time. However, on account of constraints of product availability, foreign exchange and heavy subsidy involved, it is not possible to meet the full demand of the States. Moderate increase has been given to Punjab during the past year and the current year.

Telephones to Freedom Fighters in Gujarat

3944. SHRI DILEEPBHAI SANGHANI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of freedom fighters on the waiting list for telephone connections in Gujarat, district-wise;

(b) whether any time limit has been fixed to provide telephone connections to them;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) Sir, there are only 4 Freedom Fighters awaiting new telephone connections in Gujarat as per district-wise details given below:

Ahmedabad	-	2
Junagadh	-	1
Rajkot	-	1

(b) and (c). The above applicants could not be provided phones as the respective

areas where these connections are required are at present technically Non-feasible. All these applicants will be provided connections by December, 1994.

(d) Not applicable in view of (b) and (c) above.

HPCL Agreement with SPGL

3945. DR. Y.S. RAJASEKHARREDDY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Hindustan Petroleum Corporation Ltd. (HPCL) has recently signed an agreement with a US firm for the supply of Naphtha;

(b) if so, the details thereof; and

(c) the names of the companies involved in the said Joint Venture project?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): (a) to (c). The Hindustan Petroleum Corporation Ltd. has signed an agreement with M/s. Spectrum Power Generation Ltd. for the supply of 30000 MTs of naphtha per year to their power station being put up at Kakinada. The project is being set up as a joint venture consisting of Spectrum Technology USA Inc. and Jaya Food Industries of Hyderabad with the National Thermal Power Corporation, Rolls Royce Partners Finance, Westing House Corporation and Commonwealth Development Corporation joining in the equity of the company.

Tapping of Telephones in Karnataka

3946. SHRI RAM NAIK: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether telephones of leading politicians and journalists are being tapped in Karnataka;

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

(c) the action taken or proposed to be taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF COMMUNICATIONS (SHRI SUKH RAM): (a) to (c). Sir, under the provisions of Section 5(ii) of Indian Telegraph Act, 1885, the Department of Telecom extends technical facilities to any Officer authorised in this behalf by the Central Government or a State Government in the matter of tapping of telephones under certain situations.

The Department of Telecom is not authorised to exercise any further checks in the matter. However, the Department is not aware of any such tapping of telephones of leading politicians and journalists.

[Translation]

Maheshwar Hydro Power Project

3947. SHRI RAMESHWAR PATIDAR: Will the Minister of POWER be pleased to state:

(a) whether the Maheshwar Hydro Power Project on river Narmada in Madhya Pradesh has been handed over to private sector; and

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

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI P.V. RANGAYYA NAIDU): (a) Yes, Sir.

(b) In the context of paucity of resources with Central/State PSUs and SEBs and to bridge the gap between the rapidly growing demand for electricity and supply, a policy to encourage greater investments by private enterprises in the power sector with the objective of mobilising additional resources for capacity addition in power generation and distribution, had been formulated in 1991 and is currently under implementation. In line with the policy, Government of Madhya Pradesh have entrusted execution of Maheshwar HEP (400 MW) to M/s. S. Kumars in November, 1992.

[English]

Exploitation of Ground Water

3948. SHRI BAPU HARI CHAURE: Will the Minister of POWER be pleased to state:

(a) whether the Rural Electrification Corporation has carried out a massive Rs. 700 crore pump set energisation programme during the current financial year with participation from NABARD and commercial banks;

(b) if so, the details thereof; and

(c) the steps being taken/proposed to be taken to increase energisation in the

potential areas to exploit the ground water resources, State-wise?

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI P.V. RANGAYYA NAIDU): (a) and (b). The Annual Plan of Rural Electrification Corporation (REC) for the year 1994-95, as approved by the Planning Commission, for Rural Electrification works (including electrification of 3341 villages and energisation of 2.12 lakh pumpsets) stands at Rs. 660 crores. Out of the total annual target of 2.12 lakh pumpsets about 1.52 lakh pumpsets are targeted to be energised under Special Project Agriculture (SPA) Programme in participation with NABARD & Commercial Banks.

(c) Pumpset Energisation is a continuing programme of SEBs/State Governments, financed by REC, which is aimed at exploitation of ground water resources to the maximum possible extent. The programme is undertaken with regard to the ground water potential of the area in each State, as certified by the Ground Water Board/Ground Water Department or Minor Irrigation Department of the respective States. State-wise targets for pumpset energisation during the year 1994-95 are given in the attached Statement.

STATEMENT

Pumpsets to be energised during 1994-95 under REC Programme

<i>Sl. No.</i>	<i>Name of the State</i>	<i>No. of pumpsets to be energised</i>
1	2	3
1.	Andhra Pradesh	53,000
2.	Arunachal Pradesh	0

<i>Sl. No.</i>	<i>Name of the State</i>	<i>No. of pumpsets to be energised</i>
3.	Assam	0
4.	Bihar	1,000
5.	Gujarat	18,000
6.	Haryana	5,000
7.	Himachal Pradesh	150
8.	Jammu & Kashmir	100
9.	Karnataka	5,000
10.	Kerala	1,000
11.	Madhya Pradesh	12,000
12.	Maharashtra	43,000
13.	Manipur	0
14.	Meghalaya	0
15.	Mizoram	0
16.	Nagaland	0
17.	Orissa	3,500
18.	Punjab	4,000
19.	Rajasthan	13,350
20.	Sikkim	0
21.	Tamil Nadu	40,000
22.	Tripura	100
23.	Uttar Pradesh	11,769

<i>Sl. No.</i>	<i>Name of the State</i>	<i>No. of pumpsets to be energised</i>
24.	West Bengal	800
25.	Goa	0
26.	Delhi	0
Total		2,11,769

Technique to Save Electricity**12.00 hrs.**

3949. SHRI S.M. LALJAN BASHA: Will the Minister of POWER be pleased to state:

[*English*]

MR SPEAKER: Shri Sharad Yadav.

(a) whether the Central Pollution Control Board has suggested a technique by which huge loss of generated electricity can be saved;

[*Translation*]

(b) whether the Government have examined the technique;

(c) if so, the details thereof; and

(d) the steps taken or proposed to be taken to popularise this technique?

[*English*]

MR. SPEAKER: I will allow you. You can have the Rule book and let me know as to how it can be admitted.

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI P.V. RANGAYYA NAIDU): (a) to (d). The Central Pollution Control Board has recently circulated a paper entitled "Pre-requisites for Pollution Control in Power Generation Plants and Automobiles in Urban Areas", which has drawn attention, inter alia, to the advantages of reducing transmission and distribution losses. The suggestion is not novel and the techniques for reducing such losses are known and schemes for System improvement are under implementation in various States.

[*Translation*]

SHRI ATAL BIHARI VAJPAYEE: Mr. Speaker, it is not only a state matter but it relates to law and order situation also. Whatever happened at Hubli on 15th August.....

MR. SPEAKER: I would definitely give you time for a discussion.

SHRI ATAL BIHARI VAJPAYEE: Mr.

Speaker, Sir, in what form it would be discussed. If you admit my Adjournment Motion, this matter can be discussed in it.

[English]

MR. SPEAKER: You can raise it. I am going to allow your question immediately after that.

SHRI LOKANATH CHOUDHURY (Jagatsinghpur): Sir, I have given notice of an Adjournment Motion condemning the happenings in Hubli where the communal forces are at work, the fundamental forces are at work. The House should discuss and condemn the activities of the communal forces.

[Translation]

MR. SPEAKER: I have called Shri Sharad Yadav. Mr. Lokanathji, you should at least listen to others also. After that I will listen to you.

SHRI ATAL BIHARI VAJPAYEE: Sir, take up my Adjournment Motion. We are also making a demand for its admission. There is unanimity at least on the admission of this motion and I do not know what will happen afterwards.

[English]

SHRI LOKANATH CHOUDHURY: I have the right to make a submission.

MR. SPEAKER: I am allowing you afterwards.

12.02 hrs.

RE: ISSUANCE OF IDENTITY CARDS
TO VOTERS

[Translation]

SHRI SHARAD YADAV (Madhepura): Mr. Speaker, Sir, through you, I would like to make a special Mention in the House. After few months, some states would go to polls. An Electoral Reforms Bill was brought during the last session but no decision could be taken on that Bill. The Representation of People (Amendment) Bill has also been referred to the Select Committee. Now there will be a constitutional crisis in the country. So far as Identity Cards are concerned, we do not oppose it in principle but you know what was the fate of electronic machines which were used during last one of the elections. Till now only 70 per cent voters in Haryana could have been given Identity Cards and rest 30 per cent voters have yet to get Identity Cards. But it is being said that this work should be completed by November 30. You know that many states have been affected by floods. Therefore, it is obvious that the way threats and diktates are being issued to the effect that the work of issuing Identity Cards should be completed within three months all over the country, it would definitely lead to the constitutional crisis in the country. There is no dispute over the issuing of Identity Cards and neither any opposition party nor the ruling party oppose it. Mr. Speaker, Sir, if a discussion is initiated on it and if it is implemented all over the country properly, it would be very useful particularly in those areas where foreign nationals are residing. But there are some States where there is no problem of foreign nationals. Haryana and Orissa are such

States where no Bangladeshi national is residing. From the social point of view, if you leave aside the observance of *parda* by the Muslims, *parda* system is in existence all over the country and whenever our women will go to caste their votes they would be asked to remove *pardas* and that would be embarrassing for them.....

(Interruptions)

SHRI PRABHU DAYAL KATHERIA (Firozabad): It will be difficult to know as to who has caste vote in the veil and who has not..... *(Interruptions)*

SHRI SHARAD YADAV: Mr. Speaker, Sir, I believe that any sort of reforms or any other experiment with our electoral process would amount to an interference with our election system. At first this experiment should be done on a small scale and if it is successful then it should be implemented in other parts of the country. But what I would like to ask is that will the Government come into action when there will be a constitutional crisis in the country? The Government had convened a meeting of all the Chief Ministers on 29th July in which the hon. Prime Minister had assured to find a way out in consultation with the Election Commission. But till now there is no indication as to what is being done by the Government in this regard. Orissa and Bihar, where our party is in power, are very poor States and at present they are affected by the floods. Orissa state has never experienced such devastating flood in the past. Under such circumstances there are only three months time available with them for issuing identity cards. Today it is 22nd August and there are hardly 10 days left of this month. So, can this work be done within this period? I would like to warn that the way it is being enforced may lead to a

Constitutional crisis. If it is done arbitrarily in the name of electoral reforms that would have its serious consequences. I would request the Government that it should issue a clarification in this regard at the earliest... *(Interruptions)*...

SHRI LAL K. ADVANI (Gandhi Nagar): Mr. Speaker, Sir, it is the last week of this monsoon session and I am grateful to you for giving an opportunity to raise the matter of electoral reforms.

This matter does not relates merely with Identity Cards but on a whole it is a process to improve our election system and bring about necessary reforms in it. I can say this thing in the House that this matter was first raised in this House by Shri Vajpayeeji in 1969 and after that a Parliamentary Committee was constituted for this purpose. Shri Somnath Chatterjee and I got an opportunity to work in that committee. Since then the issue of Identity Card came into being. This issue has not come into being with Shri Seshan assuming office of the Chief Election Commissioner but it is a very old issue. Since then all the Governments, which came into power in the Centre, agreed in principle that identity cards should be issued but none could implement it. Due to non-implementation of that policy, this situation has arisen today.

If you remember that ten States, like Andhra Pradesh, Karnataka and Goa, which are going to poll were not asked for issuing identity cards but other states which are going to poll in 1995 were asked vide a letter issued in August, 1993 that no election would be conducted in those states which would not issue identity cards. I do not agree with the condition of linking the issue of photo identity cards with conducting elec-

tions. I do agree that identity cards should be issued but what my complaint is that the action which the Government should have taken against the warning, issued by an officer holding a Constitutional post, that no elections would be conducted if photo identity cards are not issued by January, 1995, has not been taken.

The meetings of Chief Ministers were convened twice and the hon. Home Minister had given assurance in the said meetings that he would have a talk with the Chief Election Commissioner and would inform the Chief Ministers accordingly. I do not know whether he has had a talk with the Chief Election Commissioner or not and if he had, what was its outcome? On the whole, situation has become sensitive. The Election Commissioner is a Constitutional officer and the Government is the executive body and there is total lack of coordination between the two. It is not a good thing. Instead of having lack of coordination, it would be much better to have an open talk among the Government, opposition and the Election Commission to decide this matter. All are unanimous on this issue. On the one hand, some parties are agreed to it and on the other they are taking one plea or the other.

These things show the lack of authenticity. I know that there are certain social difficulties but in spite of such difficulties it can be done. As photo is essential for issuing a passport and it is never said that a passport can be issued without a photograph.

SHRI SHARAD YADAV: I have said this thing but not in that sense towards which you are indicating... (*Interruptions*)... Please listen. We believe in one religion or the other. I know about my own family. We have to

view it from social point of view also... (*Interruptions*)... You can imagine the problem when our daughters and daughters-in-law would be asked by the polling officer to remove veil... (*Interruptions*)... I have opposed it but not in that sense towards which you are indicating... (*Interruptions*)... It is not a single reason.

SHRI LAL K. ADVANI: Mr. Speaker, Sir, I would not like to go into the details of this topic because I know that it was experimented in Sikkim and proved successful. In Sikkim, the electronic machine has been successfully used. Besides, by-elections were also held in some other States where too it proved successful. In reply to a question, the Government had stated that after this experiment, ballot boxes will be eliminated. It also indicated the extent to which it has proved beneficial during the last 2-3 years. All these aspects can be gone through in detail. I would like to submit that the Government has done many exercises on all these aspects including electronic voting machines, identity cards and delimitation. However, the gist of the exercises done on election reforms and the deliberations thereon have been presented before us in the form of Dinesh Goswami Report. A consensus was arrived at among all the parties about this report. The representative of the ruling party had at that time stated that he had no right to say yes, though he agreed with the points in the Report.

Sir, at that time Shri Vijay Bhaskar Reddy was the Minister of Law and Justice and Shri Kumarmangalam was his Deputy. Both of them had stated several times in the House that they broadly agreed with the recommendations of the Dinesh Goswami Report and wanted these recommenda-

tions to take the form of a legislation at the earliest.

Sir, these recommendations were made in 1990. Now, it is 1994. What progress the Government has made during the last four years? Have they moved one step forward? I would submit that it would be better if this Bill is passed in this session. What steps have been taken in regard to introduction of identity cards and electronic voting machines? Whether the Government has spoken to the Election Commission in this regard? If not, whether the Government propose to hold any conference in which all the parties and Election Commission may be invited to consider all these aspects?

[English]

SHRI SOMNATH CHATTERJEE (Bolpur): Undoubtedly this is a matter of great public importance. It is rather that a nationally accepted matter like issuance of identity cards to every voter in this country accepted by all political parties - nobody has raised any objection it - is becoming more and more complicated because of the manner in which either it is sought to be enforced or sought to be procrastinated. It has become a matter of confrontation also as we just now saw. Therefore, what is essential is to take an attitude which will make it possible to have identity cards at the earliest opportunity for which a meeting had been held with the Chief Ministers. The difficulties are known to everybody in this country. Therefore to put an embargo on elections in this country is not correct. Can this country function under the threat of that?

We have also been demanding for certain reforms. We have been of course demanding the full implementation of the Dinesh

Goswami Committee Report. But I charge this Government that it is dragging its feet even in the matter of implementation of this Report which has been accepted by all. The question is how we go about doing these things. This is a very important issue and we have raised it so many times. Not a single political party or Government in this country has opposed the introduction of identity cards sooner than later. Nobody has asked even for its postponement. But money is necessary; the wherewithal is necessary; even the technical apparatus are necessary and the cooperation of the people is also necessary. What is to be done? I say that the Government does not come forward with any proposal. We do not have any timetable. Nobody is taken into confidence.

Somebody is going around the country taking a 'holier than thou' attitude and threatening A, B, C and everybody in this country. All sorts of orders are being issued which are really going to create constitutional problems. Therefore I demand of this Government that immediately they should take steps with regard to the implementation of the decision regarding issuance of identity cards and other reforms. I am not asking for any delay; this is already overdue. But at the same time we should see that this country is not held to ransom. The future constitutional process in this country cannot be judged or made dependent on the *ipse dixit* of any individual, however intelligent or however capable he may be. Therefore, I demand of this Government immediate action to use that the Constitution remains operative; the Parliamentary Democracy remains operative; it should not be allowed to depend on the exigencies of one person's ideas and predilections. Therefore this is a matter which should not be allowed to linger for a

day. I demand that the Government should respond.

SHRI PAWAN KUMAR BANSAL (Chandigarh): Mr. Speaker, Sir, as Shri Somnath Chatterjee has just said, there is no political party which opposes the introduction of identity cards. I appreciate Shri Advani's emphasis on the need to expedite the process. But, I am sorry to find that he just accuses the Government for the delay.

As Mr. Somnath Chatterjee has said it is not just mere fulfilling of the wish that you have got to have the identity cards and the next day you have the identity cards. We all know the enormous amount of money that is involved in this. Despite that, the Central Government, only the other day, in answer to a question in this House has said that the Government of India is prepared to bear half of the expenses. It is for the other State Government, including the Government run by Shri Advani's party to bear the other half and to expedite the process. Sir, to use this opportunity to say that the Government is procrastinating on this matter, that the Government is not interested in the reforms I would say with all humility, is a travesty of truth. In the last ten years, a lot of amendments have been incorporated to bring about certain reforms. This is not a one-time measure; this is an on-going process in which the Congress has always played the due role.

Talking of the Dinesh Goswami Report, we have a genuine feeling that one aspect which relates to the funding of elections by the Government is not really advisable. We have to create ground for that; certain practices have to be given up. We could think of funding of elections by the State only after the creation of such a situation.

I fail to understand why all our friends on the other side take that the word 'State' means only the Government of India. Why is that interpretation being given to the word 'State'? I am sure they understand what it really means.

They have all accused that the Government of delaying the matter, and say that there is a confrontation between the Chief Election Commissioner and the Government. I would say, in all humility that it is an uncharitable remark. If we try to bring forth some amendments where there were certain suggestions made by Shri Advani also regarding, the composition of the Election Commission, a situation is being simulated where a message is sought to be given outside that the Government is in a sort of confrontation with the Chief Election Commissioner. This is nothing but a campaign of misinformation and disinformation.

The Government introduced the Representation of People (Second Amendment) Bill only in the last Session. That also includes a provision which will curtail the election period. Is that not an important reform? The Bill is before the Committee. That has resulted in the delay. I do not want to go into the details of the matter again. I am sure now that the Bill would be reported by the Committee to Parliament. This is a matter which concerns all of us. We are equally concerned of that. I want that it must be made very clear.

[Translation]

SHRI ABDUL GHAFOOR (Gopalganj): I am presenting my views before the House. My arguments are similar to those advanced by my friends Sarvashri Jaffer, Bansal and

Sharad Yadav. I have been contesting the elections since 1952. At the time of election, people from other places used to come to my house. There is a tradition of wearing "burqa".... (*Interruptions*) I have replied to this point so that they would understand it. You go on roaming here and there all the day and show your face. There is no need of "burqa". However, there is a need of an election... (*Interruptions*). Still, 'burqa' is used but nobody wear 'burqa' in my house. You go and see at other places. It is like this. Shri Jaffer's response has been an educated one. I still say that there is no one like T.N. Seshan. I have been observing the functioning of Election Commission since 1952. I would like to quote an incident occurred during the election to the Lok Sabha in my constituency. The house where the ballot box was kept got inundated. At that time, I was in Delhi. The Returning Officer spread out a mat and dried up the ballot papers. Nobody knew at that time that what an Election Commission is. But, today the situation is such that the Returning Officers all over India are stricken by the fear of Seshan... (*Interruptions*)...**

[*English*]

MR. SPEAKER: I have to do some research in this...

(*Interruptions*)*

MR. SPEAKER: Off the record.

[*Translation*]

SHRI ABDUL GHAFOOR: The real fact is that a few days back Shri Seshan sent a pamphlet. After reading the pamphlet. I realised that how Sh. Seshan is wrong when

he has been writing to the Government for the last several years. He is also right in his place.

Shri Yadav has rightly stated.....**

[*English*]

MR. SPEAKER: Off the record.

[*Translation*]

SHRI ABDUL GHAFOOR: My last suggestion is that we all should appreciate the efforts of Shri Seshan. If the election gets delayed and even President's rule is imposed, we would accept it gracefully but the work of issuing identity cards should be expedited. (*Interruptions*).

[*English*]

SHRI SOMNATH CHATTERJEE: Mr. Ghafoor, the Election Commission has to do this. Let them distribute the identity cards.... (*Interruptions*). Let him take the responsibility. We shall be very happy... (*Interruptions*). Let them give the money. Let him do it.

[*Translation*]

SHRI SHARAD YADAV: Mr. Speaker, Sir, I would not like to go into what Shri Ghafoor has said. But, I would like to make one thing clear that he has shown his cards. He has said that let the President's rule be imposed.... (*Interruptions*) He knows that there is no other way. The defection which has taken place this time... (*Interruptions*). He is speaking in such a way as if he has done something extraordinary... (*Interruptions*).

** Expunged as ordered by the Chair

* Not recorded

[English]

MR. SPEAKER: That is exactly why we have not to mention the names please.

[Translation]

SHRI SHARAD YADAV: Sir, you have asked me not to mention the names, but the way he has spoken, I strongly oppose it. He has committed many sins. If a discussion is held on this, I can reveal them. However, I think that unless he is at the helm of affairs, there is no likelihood of any electoral reforms. In my opinion, he has not done anything in this direction.

[English]

SHRI INDRAJIT GUPTA (Midnapore): Sir, the discussion is getting a bit derailed now. The point is that the Government has laid itself open to suspicion by virtue of the fact that they are keeping silent on what is the state of affairs between them and the Election Commission, between them and the State Governments, regarding the preparation of these identity cards. Nothing is being told to the House. No statement has been made except what the Minister has said earlier that they are prepared to bear 50 per cent of the expenses. A part - 50 per cent - has been passed on to the State Governments, think, this is not the way to set about this matter. I think, we are all agreed that no election should hereafter be held without identity cards. But that does not mean that if identity cards are not prepared by a certain deadline, which is laid down by the Chief Election Commissioner, then in those States, there will be no elections at all.

Is the Government in agreement with that idea? We want to know. They had

brought the Bill, the amendments to the Representations of the People Act here. We have not been told till this day why the Government did not proceed with that Bill and why it did not try to get it passed. Why did the Government withdraw it? Why is it being kept in cold storage?

Since the Law Minister is present, through you, Sir, I would request him to make a statement here just now explaining as to what the latest position is, what the Government's viewpoint is regarding this question of preparing the photo identity cards for voters. I know that there are financial difficulties; I know there are social difficulties. I had earlier mentioned about my first election in 1960 - a bye election - in the Calcutta South-West parliamentary seat where up to the date of the polling 50 per cent of the voters had not been photographed. That election was done with the photo identity cards as an experiment for the first time. I know technology has improved now. It is not necessary that the something should be repeated. Nevertheless, all these difficulties are there; problems are there. Since, we are all agreed that these identity cards must be prepared, the Government of India should tell us as to what is their view. It is very important. It is the fundamental prerequisite of carrying out this democratic exercise in a very free and fair manner. Then the Government of India cannot pass on the buck to the State Governments. It must take the responsibility. They and the Election Commission should together work out a proper procedure and timetable to that these photo identity cards are made available within time for these proposed Elections for which the dates have already been declared.

So, we would like to know the latest

position. They are not telling us anything about it. (*Interruptions*).

MR. SPEAKER: Let us not please talk about the individuals. Let us address ourselves to the issue only.

[*Translation*]

SHRI NITISH KUMAR (Barh): Mr. Speaker, Sir, there are no two opinions on the issue of issuing identity cards to the voters, which has come up in the House. All the parties are unanimous about it. Disputes have arisen due to practical problems in issuing identity cards. In my opinions, the Parda system can not come on the way. (*Interruptions*).

[*English*]

MR. SPEAKER: We are not going into the details.

[*Translation*]

SHRI NITISH KUMAR: I will express my opinion in short. The money can be the biggest constraint. Both the Central and the State Governments have expressed apprehension about mobilisation of resources for this purpose. A serious thought should be given to it.

As far as the money for elections is concerned, the elections are required to be held as it is imperative for democracy. Whatever amount is needed for completion of the process of elections, it should be provided. The election process can not be allowed to be stopped on account of paucity of funds because elections are life line for democracy. All the parties are unanimous that identity cards should be issued to voters and for

it resources should be mobilised even if by imposing surcharge for it and the process of making identity cards should be completed within a time frame.

The second point which I would like to make is a sort of clarification. I would like to say that Ghafoor Chacha has his own way of speaking as per his age. We are in no case in favour of extending date of elections by imposing President's Rule. The process of elections should be continued and the Centre should take initiative for it. Advaniji has rightly opined that there is a communication gap between the Government and the Election Commission. This situation should be removed. If a tripartite discussion is needed, it should be taken place. A time bound programme should be chalked out for it and it should be implemented accordingly. Both the Central Government and the State Governments should sit together to make arrangement of funds for it.

[*English*]

SHRI D. VENKATESWARA RAO (Bapatla): Sir, I feel the Government is purposefully delaying to bring in electoral reforms. During the last Session, Government proposed twenty-six amendments to the Representation of Peoples' Act, which included, among other things, State funding, cutting short of election periods, countermanning activities and other things, most of which were agreed upon by all political parties. On the recommendations of the Dinesh Goswami Committee also, the Government as well as the Opposition parties were on agreeable terms. So, we all demand that the Government should, immediately bring in electoral reforms, which is the need of the hour.

Sir, at the same time, as far as the issuance of identity cards is concerned, it is not a difficult job. During the 1987 elections to the Municipalities and Corporations in Andhra Pradesh, about fifteen lakh identity cards were issued and the elections were conducted with identity cards.

MR. SPEAKER: Would the Government like to respond in any way?

THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI H.R. BHARDWAJ): Sir, I may be permitted to inform the hon. House that in the meetings which we had recently with the hon. Chief Ministers of the States there was unanimity on the view that we must have the identity cards. There is absolutely no dispute, no fallacy in anybody's mind and no State is opposing the issuance of identity cards.

Now, the Election Commission wants that initially the States should fund the preparation of the identity cards and the Central Government would bear fifty per cent thereof later on. But some States have shown reservation with regard to the availability of funds. So, we have requested the State Governments to see, if they can obey the directives of the Election Commission as it is. But it is equally our duty to have the views of the State Chief Ministers to find out whether they are in a position to carry out the instructions of the Election Commission. Some of them have expressed reservation and some of them have said that if fifty per cent is borne by the Central Government, they will be able to have the identity cards.

Now, the main point is the time factor. The Election Commission wants it within the time-frame, as given in the Notification. But

the States are saying that they could not prepare the identity cards within the time-frame prescribed by the Election Commission, but in another time-frame in which they will indicate how much time is needed to prepare the identity cards. That is the area in which negotiations are going on.

Sir, therefore, to say, that we are not giving a serious thought to the issue of identity cards, is wrong. We are trying to extend the fullest cooperation to the States in the preparation of identity cards. In this connection, I would like to inform the House that the State of Haryana has started the process and is almost on the eve of completion of the issue of identity cards. They are also lending their technology to the State of Gujarat and some other States.

But in regard to the law, as it stands today, Section 61 and Rule 28 says that, in a limited area, the Election Commission can immediately ask for the identity cards to stop impersonation. So, naturally, the States were not prepared to agree to the suggestion that there could be no elections without the identity cards. That is where we have to see that while the views of the Election Commission are respected, the States are also accommodated, so that they are not hurried through. Otherwise it would be a very big burden on the financial commitment of the State. So, I think there is no dispute about issuance of identity cards. Political dialogue is going on and there should not be any controversy on electoral reforms.

Sir, you would recall that I introduced the Representation of the Peoples' Act (Second) Amendment and the Government's views are contained in that Bill and it is pending before the Standing Committee. Let the Standing Committee clear it and I will

introduce it tomorrow. I have already suggested that it should be expeditiously decided.

SHRI SAIFUDDIN CHOUDHURY (Katwa): Let us appeal to the Standing Committee to do it quickly.

SHRI H.R. BHARDWAJ: Standing Committee belongs to both the Houses of Parliament and I am bound by the views of the Standing Committee.

12.39 hrs.

POLICE FIRING IN HUBLI
(KARNATAKA)

[*Translation*]

SHRI ATAL BIHARI VAJPAYEE (Lucknow): Mr. Speaker, Sir, whatever has taken place in Hubli on 15th August is a matter of concern for the whole nation. It's reflection in this House is not only natural but imperative also. 15th August is our independence day, a festive and rejoicing day. It can not be a day of rejoicing for us if in any part of our country an incident of firing takes place, the innocent persons are killed and mournful situation is created.

On 15th August, we pay our tribute to those martyrs who had tried to unfurl the tricolour during the British rule and felt a victims to their bullets. Today, we remember them as martyrs. It is very unfortunate that on the anniversary of our independence, innocent people are killed or firing is resorted to for stopping the people to unfurl the tricolour or our National Flag. Whatever has happened in Hubli is nothing but a massa-

cre. You will say that it is a State subject. Mr. Speaker Sir, that is why I have submitted in the very beginning that it is not a State subject only. On the occasion of unfurling National Flag, the use of Rapid Action Force is not understood. The Chief Minister of Karnataka paid a visit to Delhi on 15th August and he met the hon. Minister of Home Affairs. I would like to know the guidelines/instructions he received from him. Whether it is a fact that the hon. Home Minister asked him to stop them with iron hands. The site of unfurling the National Flag is a separate issue of discussion but the way the police has behaved matters much. The firing incident took place in Deshpande Nagar and there was no justification of firing there. The firing was resorted to take revenge and to teach them a lesson. Has the Rapid Action Force been set up for this purpose only. The firing took place on the way to hospital when the injured persons were being taken there and one person died there also.

On 19th August when the people were making protest and mourning their death, the firing was resorted to. The driver opened fire. The police officers claim that it was an over action. The driver of the Police vehicle opens fire and kills a lady, an innocent lady, which had no connection with the agitation. She is the mother of four children. She was shot dead on 19th. Was it not possible to bring the situation under control by issuing minimum force? Whether it is a fact that the firing was resorted to kill the people and not to disperse the crowd? It is alright that the Government of Karnataka has set up a judicial inquiry in it but we would like to know about the role of Centre on it. What transpired between the hon. Home Minister asked for a report from the Karnataka Government even after such a big massacre?

Even now there is tension. It is being tried to give it a communal colour. It is not a communal issue. Mr. Speaker, Sir, I intended to go there but I could not go, an hon. Member of this House Kumari Mamata Banerjee was present there on that day, the House should listen to her. This issue should be discussed.

[*English*]

SHRI LOKANATH CHOUDHURY (Jagatsinghpur): Mr. Speaker Sir, what has happened in Hubli is really unfortunate. It is true that some unfortunate people died in the police firing. It is definitely unfortunate. But now, the question is, who is responsible for it.

That is the question that the whole nation should know. The Idgah is a very small place and a disputed place also. There was an attempt to hoist the National Flag and under the cover of giving honour to the National Flag an attempt was made to promote communalism. That was the intention behind hoisting the National Flag. Unfortunately, as a precautionary measure, firing had to be resorted to. Papers were coming out with the headings that 'Kumari Uma Bharti snaked in that area to hoist the Flag'. There are so many other places where the flag can be hoisted. Everybody should hoist the National flag at his housetop. We are proud of our National Flag. We are also the guardians of our National Flag which is a symbol of secularism. We should honour our National Flag and at the same time we should guard this symbol of secularism. Those who provoked this incident are anti-national and the responsibility lies on them and not on the Government. They should take the responsibility as it is they who created a condition on the Independence Day wherein so many innocent people died.

They created this condition to achieve narrow political ends, that is to spread the communal virus in the Southern part of the country. I have given a notice of an Adjournment Motion to condemn such activities.

The other day we defended the Parliamentary system by forging the Government to withdraw the ATR as the Government was not giving honour to the Parliamentary procedure. Today, this message should go from the House that we are interested to maintain the dignity of the Parliament and we are also committed to maintain the secular character of the nation. We are committed to maintain national harmony. Those who indulged in such activities in order to achieve narrow political ends, which led to the killing of innocent people, should be firmly condemned and this House should send that message to the nation by accepting my Adjournment Motion.

[*Translation*]

KUMARI UMA BHARATI (Khajuraho): Mr. Speaker, Sir, through you, I would like to narrate the facts of Hubli incident before this House. Shri Lokanath is a Senior Member. But it seems that Government has decided to keep the whole House and the country ignorant about the real situation. The foremost thing is that it is wrong to call it a disputed site because there had never been a dispute about this place.

Sir, in 1921, on request by the people Anjuman-e-Islam was given licence by the Court to offer 'namaz' at this Maidan twice a year. Later in 1962, the Municipal Council of the district raised an objection to the proposed construction of shops by Anjuman-e-Islam at this site as the land belonged to the Council and thus the dispute arose. The lone

cause of dispute is whether shops can be constructed there. Otherwise calling it a disputed land reveals the ignorance of the concerned authority.

Mr. Speaker, Sir, secondly I would like to say that public functions were held at this place earlier also. During the regime of Janata Dal hon. Ramkrishna Hegde's meetings were held on the same ground. The Birth centenary of Rev. Hedgewar was celebrated on this very ground by RSS people after obtaining permission from the Municipal Corporation. It was said that we had gone there to create communal disturbance. In this connection, I would like to say that we had not gone to the place for hoisting saffron flag. I would like to tell Shri Lokanathji that we had gone there to hoist the national tricolour. Several people of our country bore bullet shots and took part in freedom struggle. Several patriotic songs have been sung in praise of this tricolour. These songs were of the like: Jhanda ooncha rahe hamara, vijayee vishwa tiranga pyara.

We were willing to go there to hoist the tricolour and there was no dispute over this issue. But later on that place was proclaimed as 'Idgah Maidan', whereas for the last three years we have been telling the State Government, Muslim leaders and the district administration that BJP has no intention to hoist the national flag over there. We would have been satisfied by sending a representative of the administration to hoist the national flag at that place. We had no intention to play politics over that ground. But the State Government completely misled the Central Government and the media. Thereby the situation became more tense and ultimately the leader of our party in Rajya Sabha was arrested illegally and unconstitutionally at Bangalore airport. The

whole Hubli was converted into a police fort to check my entry into the State. But on the 15th August, the brave workers of the party hoisted the tricolour and later on it was decided that the crowd which had gathered in the city for this purpose be sent back. Hon. Mr. Speaker, Sir, I myself had gone to address the crowd that had gathered at Deshpande Nagar. However, we decided otherwise and sent the crowd back as the tricolour had already been hoisted. But the district administration did not permit me to do so. I was arrested near the police barricades. (*Interruptions*). I made several requests but I was not permitted to go there. (*Interruptions*).

Mr. Speaker, Sir, Lokanathji is a senior Member. I have heard him with patience. Is it not his duty to let me speak. He should have taught us Parliamentary etiquette instead of interrupting in between.

I requested them to let me go before the crowd for a moment but I was arrested and the crowd was informed that Uma Bharati had been arrested and the tricolour had been hoisted at 6.40 and the crowd was asked to return. The 1500-2000 strong crowd started returning and only 40-50 were left I would like to say that it is totally incorrect and false propoganda that crowd became violent and pelted stones. It is not true. I would like to say that not even a pebble was thrown. The police indiscriminately fired at innocent people who were doing their routine household chores. A priest who was returning home after worship was shot dead. Mr. Speaker, Sir, there were two reasons behind police firing. The first was that despite their restriction we entered the city and secondly that the tricolour was hoisted at 6.40 successfully by us. To divert the attention of the public from the failure of the State

Government the police resorted to firing so that a case could be made out that innocent people were made to die as a result of communal violence fanned by BJP in the area.

Mr. Speaker, Sir, the fact is that people belonging to Janata Dal and the Congress had infiltrated into our ranks and it were they who tried to spread rumours that the dead bodies would be cremated at the Idgah Maidan. BJP and RSS people contacted the families of dead persons and requested them to demand the bodies of their kin. The Central and State Government tried their best to give it a communal colour they failed in their designs because one of the dead, Akbar Ali, was a BJP worker from Billari. On the one hand Pakistani flags were hoisted at 15 places in Hyderabad on 14th August... (*Interruptions*). Pakistani flag was hoisted at the 'Lal Chowk' on 14th August.... (*Interruptions*). Pakistani flag was hoisted at the 'Lal Chowk' on 14th August.... (*Interruptions*)**

I would like to know as to why the Pakistani flags were hoisted at 15 places in Hyderabad city on 14th August.

[*English*]

MR. SPEAKER: That is not going on record.

[*Translation*]

KUMARI UMA BHARATI: Let it be expunged, I do not mind. We have to kindle patriotic fervour in the minds of hon. Members whose conscience is in slumber. Why Pakistani flag was hoisted in Kashmir valley on 14th of August. The person responsible for burning of the National Flag and copies of the Constitution and who hoisted the

Pakistani flag is being given VIP treatment and is being groomed as future Chief Minister of the State, Mahatma Gandhi, Subhash Chandra Bose, Chandrashekhar Azad and Bhagat Singh must have condemned the Government on hearing this news in heaven that the Government had not permitted hoisting of National Flag and that five persons were killed in Deshpande Nagar which is two kilometers away from the said Idgah Maidan in Hubli when they were demonstrating for this cause. Was the National flag hoisted by a remote control? No. The House was misled Mughals and Britishers have not given us slavery. The fact is that they were able to rule us due to the betrayal by such people. With these words, I conclude.

[*English*]

SHRI SOMNATH CHATTERJEE (Bolpur): Sir, just now, after hearing her speech, we are fully convinced why that programme was initiated by BJP. The whole object was a very very crude object of utilising one of the most important days in our national life viz. Independence Day, for the purpose of dividing the people on communal lines rather than uniting the people and fighting for national integration.

Sir, we have not been told why this ground was particularly chosen for unfurling the national flag. Whether there is a dispute or not, that is also a dispute. Therefore, so many areas are there. There are no difficulties. Why should somebody make it a prestige issue that they must raise the national flag at that particular point of time? I do not yield to anybody in expressing my loyalty, my reverence for our national flag, our commitment to uphold the national flag and not only the national flag but whatever message

** Expunged as ordered by the Chair

it represents viz., the ethos of our country, our commitment to secularism, our commitment to national progress and national integration. I yield to none. Nobody has the monopoly of that. And merely saying that they wanted to raise the national flag, therefore, they have become very patriotic than somebody else cannot be accepted. The whole object was to try and create communal division and try to take political advantage by arousing this communal passion on a very sacred day of our country viz., the Independence Day.

Sir, we are sorry that some innocent lives have been lost. For that, a judicial inquiry had been ordered. But, certainly, I would like to tell the Government - whichever Government is there - not to be trigger-happy at any point of time. That does not justify a politically-motivated action to really divide the people on communal lines, on religious lines on the Independence Day.

Sir, ordinarily, this matter might not have been raised in the House because law and order is a State subject. But, the message of this Parliament's commitment to secularism cannot be halted and we want that should go. That is why, I am also participating in this.

Therefore, I believe this House should know, this country should know, who are trying to divide the people, who are trying to spread the poison of communalism in this country and we cannot be a party to it and we cannot even approve of any action taken on a very very important day of our country, on the incident of this nature which is nothing but a deliberate provocation for the purpose of creating communal problem.

Therefore, Sir, while I share my grief for

the innocent lives that had been lost but the persons responsible for this should be suitably dealt with and the country should send them to dustbin of history.

[*Translation*]

13.00 hrs.

SHRI SHARAD YADAV (Madhepura): Mr. Speaker Sir, the incident that took place in Hubli is very unfortunate. I agree with Atalji that it is very unfortunate that such an incident took place on the independence day. This Idgah area is a disputed area and the matter has been complicated further over the last three-four years. As per the court ruling this is a disputed area. When the Janata Party was in power Shri Hegde used to be the Chief Minister of the State. Shri Chandra Shekharji is present here. This matter had been raised at that time also but the Government had made a compromise between both the sides. The killing of people is the most unfortunate in this incident. The matter could have been tackled in some other ways, say by throwing water cannons, using rubber-bullets and making lathi-charge etc. I would like to ask these friends of mine as to why have they selected this particular day whereas they did not do any such thing about this in last three years. I would like to ask Shri Sikandar Bakht and the hon. lady Member who spoke just now. I feel as if our friends from the Bharatiya Janata Party have been painstakingly looking for such a site on which there is a dispute between the two communities. There are several places in our country afflicted by some dispute or the other but it is evident that they are always looking for such sites. We got the National Flag and our freedom after a long period of slavery.

SHRIMATI BHAVNA CHIKHARA (Junagarh): Where there are treacherous people... (Interruptions).

SHRI SHARAD YADAV: There is even a separate culture to create treacherous people. There have been treacherous people for thousands of years.

I want to ask as to why does it happen to them. Today corruption is an important issue before the country and the whole country is under its grips. The Government is involved in several scams. Then, there is problem of poverty in the country. Nearly 30-32 per cent people live below the poverty line. But our friends from the Bharatiya Janata Party went to unfurl the national flag on the disputed Idgah in Karnataka, they did not do any such thing for the last three years. They have done it now because the elections are round the corner.

SHRI ANNA JOSHI (Pune): It is being done for the last three years.

SHRI SHARAD YADAV: But this time it was done with much fan-fare to incite riots. The Government resorted to bullet-firing, and many innocent people were killed. I strongly condemn it. These friends of ours instigated people which resulted in a clash and later brazenly claimed of having had unfurled our national flag. Thousands of our soldiers gave their lives and today also they are still giving their lives in Kashmir for the sake of security of the country and our sisters, mothers and daughters are turning widows. These people silently fled the scene but those poor people were shot. I am not mentioning baseless facts. I have also participated in many an agitation. Both my legs have become lame. I have spent four and a

half years in jail. I never showed my back in the face of lathi-charge or bullet-firing. I bravely faced these situations. I can even show you my shoulders to prove that a bullet had touched my arm. These people left poor people in the lurch. They should stop communalising the atmosphere between Hindus-Muslims by highlighting disputed places. The flag can be unfurled elsewhere in the country. They should resolve to continue honouring the flag and cover every inch of land under its umbrella and not resort to such activities. If we go on unfurling our flag in this manner it may weaken our flag and the country. There are 14 crore such people in the country. (Interruptions).

SHRI RAJVEER SINGH (Aonla):... (Interruptions)**

[English]

SHRI SOMNATH CHATTERJEE (Bolpur): It should be deleted from the record.

MR. SPEAKER: This will not go on record.

...(Interruptions)

SHRI SRIKANTA JENA (Cuttack): Are they the only party? There is a limit to it. BJP has taken a political decision. After Ayodhya, they have decided to do it in Hubli. They must know what consequence they are going to face. What they had done in U.P., the same thing they are going to do in Hubli. (Interruptions)

[Translation]

SHRI SHARAD YADAV: Mr. Speaker, Sir, those 14 crore people belong to our

country only and Badshah Khan was one of them. Though he is no more amongst us yet he was one of the crores of freedom-fighters who gave us this flag. We should not forget him... (*Interruptions*) This is nothing. I have been talking of national interest right from the beginning. The hon. Prime Minister has been talking of celebrating birthdays of some people but I am pained to say that he has forgotten Badshah Khan who was a close associate of Mahatma Gandhi. The way celebrated our freedom by unfurling the tricolor, Badshah Khan also celebrated it in Pakistan with the same fervour and he was one of the 14 crore people. I am talking in every body's interest, be he a Hindu or a Muslim. I would like to say that nobody should have the right to prevent others from unfurling the national flag. If a person irrespective of his religion says that they made sacrifices, obviously, he is talking of the freedom struggle. The extent of one's sacrifice in the freedom-struggle should also be discussed. Our ancestors made several sacrifices in the freedom-struggle but the kind of freedom-struggle these people are talking about and proudly claiming that they are the progeny of those who participated in the struggle of 1942 viz. Acharya Narendra Dev, Dr. Ram Manohar Lohia, Shri Jai Prakash Narayan, we do not narrate such thing.

I would like to appeal to my hon. colleagues from the Bharatiya Janata Party that India is helpless due to its poverty and it is being sold out to foreigners. Even after 47 years of Independence the entire country is reeling under unemployment and starvation and these self-seekers here are relishing on embezzlement and scams. You both should not indulge in disintegrating the country. The people should not be divided merely for making to create vote-banks. The politi-

cians with vested interest are always keenly in search of a dispute. The ulterior motive behind hoisting of the tricolour is to gain advantage in elections. This is bad. I condemn this motive and also the firing by the Congress Government there. Many persons might be having such sick mentality but they too have their right to come over it. That mob could have been brought under control by using water canon. The Government had been able to control the rally staged by the Bharatiya Janata Party. One person was killed therein. Why did not the Government take preventive measures? The Government did not prevent this incident deliberately just to woo the Muslim votes. With this malafide intention the Government ordered to open fire and allowed both the Hindus and Muslims to take out procession there. I would like to request the Government to stop it. Once I am provoked, I cannot keep mum on such a sensitive issue. I would like to point out that this incident has taken place to derive political mileage because election is due there after two months. We, therefore, should take this into consideration as to whether it is proper to commit homicide for winning the elections.

[*English*]

DR. KARTIKESWAR PATRA
(Balasore): Sir, people are the best judge.

MR. SPEAKER: I am not allowing you.

...(*Interruptions*)

[*Translation*]

SHRI ASLAM SHER KHAN (Betul): Mr. Speaker, Sir, I would like to say something on the issue of hoisting of tricolour in Hubli on the 15th. I think, there is nothing wrong in

it. I am sympathetic to the people who lost their lives in that incident. Government of Karnataka has ordered judicial inquiry into this incident. Facts will also come into light. But one thing is very clear from the discussion here that many political parties want to use the Muslims as an instrument to help them win the elections and form their Government. The Muslims have always displayed their faith in the Constitution and democratic set up of the country. They believed in the leadership of Pandit Jawahar Lal Nehru, Shrimati Indira Gandhi and Shri Rajiv Gandhi. But today conspiracy is being hatched against the Muslims. I would not like to quote what I remember now. I have utmost regard for Shri Atalji. Atalji is of the opinion that there should not be any discrimination in the country and everybody should enjoy equal opportunities. But I know his helplessness and limitations also. It may be noted that the Muslims did not vote for the B.J.P. due to the line taken by the party and therefore, the party lost some seats. This is the result of the hardline politics introduced by the Bharatiya Janata Party in the country. On this occasion I would like to refer to Shri Syed Shahabuddin who is also responsible for the present situation in the country.

[*English*]

MR. SPEAKER: I am going to call Shri Syed Shahabuddin after him.

[*Translation*]

SHRI ASLAM SHER KHAN: He himself is one of the two persons who set up the Babri Masjid Action Committee... (*Interruptions*). But it was you who set up the Babri Masjid Action Committee. The performance of our Government is known to all. The greatest loss our country has suffered was

the assassination of Rajiv Gandhi. Had the partition of the country been avoided, there would have been no issue of Hindus or Muslims.

I have deep regard for the people of the country. When I scored a goal against Pakistan at *Kualalumpur* and enabled India to win the match all the people from Kashmir to Kanyakumari had adored me. Even today we witness in our country that if riot takes places of their Hindu brethren and likewise, if riot occurs in Hindu dominated area, the Hindus come to the rescue of their Muslim brethren. But attempt is being made to break this tradition also.

I request only this much that such attempts should be given up. Why are you maligning the hearts of the Muslims to secure political gains. You have made it an issue and wherever you get a chance you try to cash it. Therefore, communal colour should not be given to the Hindu and Muslim communities in power conflict of the political parties. I do not understand that Muslims will object to the situation at Hubli. The Muslims there have nothing to do with this incident even then these conflicts are taking place there.

Muslims should not be made target for deriving political mileage. The Muslims today are politically awakened. They have been disillusioned in the wake of the demolition of the Babri mosque. They have become very weak. If the country continues to follow the present trend, recurrence of Bombay incidents cannot be averted and the whole country will be sailing in troubled waters.

On this occasion I would like to point out that the issue of subsistence for our people

needs to be discussed. Now issues should be changed. Every party has equal importance. None of them is superior to another one. I think that now such things should be put to an end and our national heritage of peace and amity should be preserved.

With these words I conclude.

SHRI SYED SHAHABUDDIN (Kishanganj): Mr. Speaker, Sir, while criticising the B.J.P. the Congressmen resort to drag Shahabuddin.

Mr. Speaker, Sir, it is very unfortunate that people and children of the country become victims of bullets and we condemn it openly.

I can guess from the newspaper reports that the Hubli dispute could have been resolved without any bloodshed. We endorse the demand for a judicial enquiry into the incident but the lives which have been lost therein cannot be brought back. On this occasion I would like to suggest the Government also that the Government and police should have acted with constraints while dealing with the mob. It should have been borne in mind that the people facing them were not their enemies, but their compatriots and brethren. Firing should not have been made so arbitrarily. I condemn this incident.

Mr. Speaker, Sir, I would like to point out one thing. Patriotism and faith in one's own community is not the monopoly of a particular community. I condemn anybody who suspects the patriotism of Muslims and I do not want to produce any testimony in this regard. I do not want to name anybody. I realise that every community has few traitors. But regards the general citizens of the

country - be they Hindus, Muslims, Christians or belonging to any religion-they love the country equally.

I would like to ask my Senior friend Shri Vajpayeeji one question as to why did he change a local issue into national issue. What prompted Shri Shikandar Bakht and Kumari Uma Bharti to visit that sensitive place? Is it the practice of the Karnataka Bharatiya Janata Party? Were the citizens of Hubli city not sufficient to resolve this dispute? It smells of certain conspiracy behind it. I would like to point out one thing more. Since the issue was sub-judice and the court had asked to maintain *status quo*, the Court could have been requested to instruct the administration to allow hoisting of tri-colour there. Once the court had permitted, it would not have created any problem to anybody. But you do not believe in the rule of law and resort to muscle power and launch agitation instead. Thus people are misguided. I condemn this wrong policy.

I would like to point out one thing more. Trivial issues should not be made personal issue or issue of prestige. My hon. colleague, Shri Sharad Yadav has rightly said that politicians are always in search of sensitive issues in the country and try to whip up the sentiments of people. It is not the testimony of patriotism. Only traitors have this tendency. (*Interruptions*).

KUMARI UMA BHARATI: Mr. Speaker Sir, hon. Member has used the word 'traitor' which is unparliamentary. Therefore I request you to expunge it from the proceedings of the House (*Interruptions*).

SHRI SYED SHAHABUDDIN: Friends, and Mr. Speaker, Sir, I would like to say only one thing that what has been done in Ayodhya

by them, is before the world and we will not permit them to create another Ayodhya in Southern India in the name of Kashmir problem. There are some people in Kashmir who are following a wrong path and we are combating them collectively. But we will not react to Kashmir problem in Hubli. Reply to Kashmir problem will be given by Muslims and people of the country.

In the end I condemn the police firing and conspiracy woven by the authority which tried to set the country ablaze by flaring up fundamentalism.

SHRI LAL K. ADVANI (Gandhi Nagar): Mr. Speaker, Sir, in the beginning of Shri Shahabuddin's speech I thought that his style will be like Shri Aslam but it seems that he has been slightly derailed from his point by Aslam Khan Saheb's comments about him. Shri Aslam said that when he returned to the country after having the hockey tournament, all the people of the country felt proud of him without making any difference as to which community he belonged. They all were happy that captain of Indian hockey team won the match. I do not know whether Pakistan has any impact of such feelings of Indian people or not? I know that Shri Aslam and Shri Azhruddin will impress the common man of the country. No Indian citizen has feeling to know a person by his or her religion. It is our tradition and we are proud of it. therefore I agree with his views that it will be wrong if any community, political party or person will think that Patriotism is his monopoly. India is a vast country. We should try to inculcate patriotism in every citizen if we want to build up a nation state and it is also correct that every community has persons lacking in patriotism.

Mr. Speaker, Sir, Hubli incident was not

an outcome of any dispute even then happened. I would like to tell some facts about the ground which were also mentioned by Umaji. It should be known that there is no dispute or case pending with the Court about that land. This land belonged to Municipal Corporation. Anjuman-e-Islam was given permission by Court in 1921. In 1962 local people filed a public litigation case to get permission for building complexes or shops, which was not given to them.

Mr. Speaker Sir, I do not know about the actual loss incurred by the country due to it. Government can criticize B.J.P. in this House but I would like to say that it should take care of the harm done to the country's image outside by such incidents. You should not forget that country's image calumnniates with the disinformation spread by the Government. Today the foreign media has commented on this incident that-

[*English*]

"There was an attempt to hoist the Indian National Tri-colour on a Muslim shrine".

[*Translation*]

(*Interruptions*) I would like to say something about the facts. It is a fact that there is no dispute over the ownership of this land. Perhaps you do not know that High Court had given its judgement in 1992.

[*English*].

....that the shops be demolished forthwith. But so far as the use of that land is concerned, the High Court or the Supreme Court did not give any stay. The Special Petition would be considered, if admissible.

The only stay is in respect of the shops not being demolished. But so far as the use of that land is concerned, there was no stay and all the orders of the courts of law were in favour of every citizen of Hubli being free to use that land. (*Interruptions*)

SHRI SRIBALLAV PANIGRAHI (Deogarh): Why did you send Shri Sikander Bakht and Kumari Uma Bharti there?

[*Translation*]

SHRI LAL K. ADVANI: Mr. Speaker Sir, this issue has not been raised by BJP in 1994 only. I would like to say that the facts mentioned in today's debate suggest, and Sharadji has also said that BJP has remembered it suddenly because the forthcoming elections in 1994, is not correct at all. Bhartiya Janata Party has been raising this issue continuously for the last three years that throughout the year taxis run there meetings are being held at that place since long. But then why it happened who were against the hoisting of National Flag. As per my information there was no such protest from Muslims on this issue. (*Interruptions*) A month or 20 days back some journalists from here visited that area who told that perhaps they are big leaders of Muslim community who said that anyone can hoist the flag. Bhartiya Janata Party also told that anyone, whether the Chief Minister, Collector or Anjuman-e-Islam, can hoist the national flag there you may not be aware of the fact that from the side of the Government it was told that Anjuman-e-Islam will not be permitted to hoist tricolour there. I have that statement with me. (*Interruptions*)

[*English*]

SHRI LOKANATH CHOUDHURY

(Jagatsinghpur): Were not you there in 1991, 1992 and 1993? Why have you chosen 1994 especially to hoist the flag?

SHRI LAL K. ADVANI: Mr. Speaker, Sir, the representative of the State Government told that even the Anjuman-e-Islam will not be permitted to hoist the tricolour there.

Today the reason for the hot discussion on this issue was that Bhartiya Janata Party had launched a political campaign and move on this issue. I would like to know as to what the common citizen of the country will think when he sees that tricolour has been hoisted even in Kashmir valley several times. But this House had not expressed any reaction over it. I am labelled as communal when I, and people like me express their views over such incidents. Shri Shahabuddin says that I raise these issues as I consider all other traitors. There is no reason to term all other people as traitor or communal, but I consider that there are some reasons behind the problems which arose before the country after 1947. One of the reasons is lack of patriotism, and nationalism. (*Interruptions*) I am not yielding.

I agree with the views of Shri Aslam Sher Khan. It is not a question of Hindu-Muslims, although it can be termed as a question of Congress Party and Bhartiya Janata Party. Congress Party's intention was to show that they can go to any extent to get Muslim votes. They can resort to even firing. This type of incidents take place due to politics of vote bank. Therefore it become essential for Vajpayeeji to raise this question. (*Interruptions*)

[*English*]

SHRI E. AHAMED (Manjeri): Muslims

are also politically conscious. They know what to do and what not to do.

SHRI LAL K. ADVANI: I am not going into what is going to happen in Karnataka. You have sealed your own fate. His Party has sealed its own fate by unnecessarily using gun power on innocent citizens.

[*Translation*]

Highcourt's judgement came in 1992, since then these people are blaming B.J.P. Neither I consider it a matter of Hindu-Muslims nor we ever wished to make it a point of dispute between the Hindu and the Muslim. That is why Shri Sikandar Bakht was requested to hoist the flag there, nobody would object if he would have done it but if Umaji would have done it, some one might have objected but I believe that Anjuman would have also not objected if it was done by Umaji or Shri Sikandar Bakht but the Congress Party had its reservations. Mr. Sikandar Bakht was arrested in Bangalore and Umaji was arrested at Hubli.

People like Shri Aslam Sher Khan, and Shri Shahabuddin are making BJP their target. The Congress Party is the biggest promoter of vote-bank politics, our party may also be involved in it up to some extent but mainly the Congress Party has started the politics of vote-bank. (*Interruptions*)

SHRI SYED SHAHABUDDIN: You are creating Hindu votes.

SHRI LAL K. ADVANI: People are aware that casteism is required to appeal the Hindu vote. The surnames of Harijan, Brahmin, Rajput, etc. are required to entice Hindus. That is why people feel that vote bank politics should be used this way to appeal to Muslim voters.

[*English*]

Hubli is the result of this perverse vote bank politics. It is going to cost you very dearly.

[*Translation*]

It is going to cost you very dearly. The innocent people were killed due to this fact and everybody has condemned it. It would be better if you allowed Shri Loknath to move his Adjournment Motion.

[*English*]

Adjournment Motion is always on the failure of the Government to deal with the situation.

MR. SPEAKER: I think you have explained why it cannot be admitted.

DR. KARTIKESWAR PATRA: Sir, please allow me also to speak on this.

MR. SPEAKER: I am not going to conclude this discussion without hearing you. Please sit down.

[*Translation*]

SHRI CHANDRA SHEKHAR (Ballia): Mr. Speaker, Sir, the history is the witness of large scale blood-shed for the throne of Delhi and only God knows how much more blood is to be shed to get the power in Delhi. When Atalji raised this question I felt that we were worried about the circumstances that led to firing and loss of innocent lives but you must have listened to whatever was said in its wake. I would submit to Atalji that he should corridor over those aspects. The matter is no more restricted to Kashmir and Hubli. I am not aware of the places in India

where Pakistani flags were hoisted. This matter was raised here in this House, I do not know whether the Government consider it important to deny it or not. But what kind of impression or message the world is going to get? It would be better if we kept this in view while taking up such matters in the House.

Advaniji just talked about the vote-bank politics. We are not aware as to who is creating vote-banks but it is not a bad idea. The dangerous thing is to kill humanity for creating vote banks.

Sir, there are 2-3 questions. Advaniji has mentioned here that the people of Anjuman-e-Islam had no objection. Have the Government actually said that they would not let anybody hoist the flag? If this is so then the Government should give a clarification. There should be no ban on hoisting the tricolour anywhere. Infact it should be unfurled with respect. Atalji said that Shri Muri Manohar Joshi hoisted the Tricolor in Kashmir for the first time. Shahabuddinji has also questioned the relevance of Shri Sikandar Bakht's visit there. If it had not taken place it would not have got so much attention in the media and the public.

Sharadji has also mentioned several matters. Basically I agree with him but I do not agree with the language he used. I would submit to him that the Language being used by Atalji's party is neither patriotic nor is it in the national interest. If that language is changed the difference of opinion will definitely remain.

Somebody just talked about 14 crore people. Is it a sin to protect 14 crore people? Such kind of language is spoken in the House. I do not think that if somebody talks

about the protection of a particular community he is not patriotic and that makes him a treacherous person, Aslamji has just given a speech. I thought that it would have some impact on the minds of the people but it has not affected Shahabuddinji in any way. If they try to provoke people, and the other side also does the same, it will weaken our nation. Such questions must be investigated. Had the Government of Kamataka resolved not to let anybody hoist the flag? If it had done so, then was the Central Government aware of it or not? If they were aware, then why Anjuman-e-Islami or a government employee was allowed to hoist the flag? Whatever Shri Advani has said about it is a serious matter. The Minister of Home must give a reply to that in the House.

It is also rumoured that Pakistani flags were hoisted at several places in India. The Government should give an official statement in this regard. Whatever has been raised in the House will be published in news-papers tomorrow. It will be highlighted by the world media. It would not only provoke people in the country but also pose a question-mark to the dignity of the nation, strength of the nation and the capacity of the nation. I would like to make a submission that if we use the same language which is spoken by Atalji and Aslamji, we can save our country from breaking up.

[English]

SHRIMATI CHANDRA PRABHA URS (Mysore): Hon. Speaker, Sir, on the day of August 15, 1994 whatever has happened in Hubli District, Kamataka State, is very very unfortunate. It was quite peaceful all these days. Even on that day every corner of Karnataka was peaceful. The people are patriotic. They hoisted the National Flag in

the concerned areas as usual. But the BJP, particularly, selected that place and day to go there to provoke and play upon the emotions of the people there. They wanted to make a platform for their political purpose. It was a political move because elections are going to be held there in one or two months. They want to make political gain and political mileage there by creating a scene, creating a havoc, creating a chaos and by playing upon emotions of the people of Karnataka State.

Because, Sir, whether it is Uma Bharatiji or Sikandar Bhaktiji they have their own Zilas, their own constituencies and their own villages. But instead of these places they have deliberately selected that particular place and the day in Hubli to hoist the National Flag. As usual it was quite peaceful. They went on raising the emotions of the people of different communities in Hubli. The Government had taken all the precautionary measures to see that law and order was being maintained. They are encouraging lawlessness. This reminds us of the trauma of December 6 a few years back from which the country has still to recover - to recover from the shock of bloodshed, recover from the agony, recover from the anti-social elements which erupted and totally ruined the normal, peaceful and harmonious country from Kanyakumari to Kashmir, that is, the Ayodhya episode which we have not forgotten so far, it is still haunting our head. These people wanted to create another Ayodhya in Karnataka at Hubli.

[Translation]

This trick will not work.

[English]

We will see that it will not happen

again. They want to gain the political mileage there. What had provoked Uma Bharti to go there and hoist the National Flag on that disputed area. The Court had not given clearance to anybody. The statement made by hon. Shri Advaniji that this has sealed the fate of Karnataka Government itself indicates that they have a political campaign to start within Karnataka. They are bringing back the Ayodhya episode to Karnataka. We will not allow such a thing to happen. Otherwise our people are peaceful, they have hoisted the National Flag. National integrity and national patriotism are not the property of anybody, particularly of the BJP. It is not their monopoly. It is not the way to show patriotic feelings. Because there were so many other places and there were so many other occasions.

[Translation]

Nothing is gained from hoisting flag there.

[English]

So, this should come to an end. Let them not make it a platform, to create a scene and create a vote bank in Karnataka.

[Translation]

We will not let this trick succeed. The people of Karnataka have always been number one in maintaining communal harmony. That is why you should let them continue with their habit. They should not be allowed to have an unnecessary interference in that.

SHRI NITISH KUMAR (Barh): Mr. Speaker, Sir, I want to support whatever Shri Shahabuddin has said and I would only like to submit that everybody has a right to hoist the national flag on the occasion of the

Independence Day. Are the flags hoisted at all the fields, places in the country. I want to raise this very question. Miss Uma Bharti reached Hubli to hoist the national flag. The ground in front of S.S. flats was unoccupied. It did not occur to them to hoist the flag there... (*Interruptions*) There are grounds in every city of the country and I have been observing this since my childhood... (*Interruptions*)

SHRI LAL K. ADVANI: The flag will be hoisted where it has not been hoisted earlier... (*Interruptions*).

SHRI NITISH KUMAR: I do not know. I was listening to Shri Vajpayee and Shri Advani with great patience. I have been seeing since my childhood that despite so many fields available everywhere, the flag is hoisted either at a public place or at the places prescribed for this purpose. The flags are hoisted at different places by the Chief Ministers, the Prime Minister, the Governors and the district magistrates. I mean to say that the places are prescribed and people hoist the flag even at their houses to express the feelings of patriotism. I have never seen anybody hoisting the flag on the grounds of every village and city. In every village or even in my village, there is always a dispute over the use of public land. The grazing land in every village is occupied by one or the other strongman. I would like to ask Shri Atal Bihari Vajpayee and Shri Advani that will they go in those five lakh villages on 15th August to hoist the national flag where such grazing land has been occupied by the village strongmen? But, Sir, it is clear from their intention to select a particular place... (*Interruptions*) to select such a place.... (*Interruptions*). They have found a new way to free such lands from unauthorised occupation. If they had gone

to hoist the flag in those four or five villages where there is a dispute, we would not have questioned their intention. But, this very place has deliberately been chosen to vitiate atmosphere at some or the other place in the country. It seems that Bhartiya Janta Party is looking for some issues. There is an internal agreement between B.J.P. and the Congress Party. Since the time of demolition of Babri Masjid in Ayodhya, we have been observing that the Congress Party is allowing them to look for an issue so that they themselves can grab the opportunity to tilt it in their favour. When they try to highlight the issue and take it to its zenith, it only points towards hobnobbing between them. In Karnataka, neither the Congress nor the BJP had any hold over the situation but both of them decided to fight between themselves and govern the country by keeping it divided. Therefore, Sir, I would urge you that as this issue is being discussed outside the House, the time of the House should not be wasted. This House should pass a one line resolution making an appeal for maintaining communal harmony in the country. Even if somebody tries to disrupt the harmony, we will not allow it to happen at any cost. An appeal should be made on behalf of the Government. I would submit that such a kind of discussion should not be allowed even if the Members belong either to the ruling party or the Opposition.

[*English*]

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF WOMEN AND CHILD DEVELOPMENT) (SHRIMATI BASAVA RAJESWARI): Mr. Speaker, Sir, whatever had happened in Hubli was very unfortunate. The Karnataka Government had already taken action by

conducting the judicial inquiry. I do not think anybody who have been responsible for such an incident would be spared. As per my knowledge—I am 70 years old now—for the past 30 years this dispute is going on. I think our Muslim brethren used to pray there twice a year. Sometimes, some small children used to throw one or two stones and after that the city used to remain peaceful. In the same way, during the Ganesh festival also, some Muslim children used to throw one or two stones and after that the city used to remain peaceful. There is no doubt that it is a disputed site. And still, the case is pending with the court.

I want to ask Shri Lal K. Advaniji what made Kumari Uma Bharti display so many posters in the city of Hubli. There is a poster at every inch declaring that Kumari Uma Bharti is coming to Hubli to hoist the National Flag. What made you to come there? Do you mean to say that our Karnataka people are not capable of settling our disputes? We are. (*Interruptions*). Even if it goes to the Supreme Court, it is the local people who are capable of settling disputes. Why did you come there? What business have you to come there? I come from Bellary. You know at the time of Babri Masjid, even the dogs belonging to Muslim community and the Hindu community did not fight there with one another. It is a history in Karnataka that we are very peaceful and we are capable of solving our problems. But unnecessarily you have provoked our people. You selected some pockets and there you wanted to show that you wanted to pour poison of communal hatred. This will not happen hereafter. You think that you are going to improve upon what you have done last time. You are not going to improve upon it by doing this kind of things, by provoking one religion against another.

This is my humble request and I would request you not to indulge in such things. Everybody is a nationalistic. If you have got so much faith in nationality, you could have hoisted the National Flag in your house itself. Why did you come to Karnataka? Have the Karnataka people invited you to come to Karnataka? They did not. You come to my Constituency and see whether any dog belonging to one community is fighting against the dog belonging to another community. This is history which is recorded. We have got every faith. We are living like brothers and sisters. This is the history of Karnataka. Don't come and spoil our history hereafter. I came to know that you are going to take a tour of Karnataka. Don't be under the impression that Karnataka people are not clever and they will not give their votes to you.

I conclude my speech with these words.
(*Interruptions*)

[*Translation*]

KUMARI UMA BHARTI: I would have to explain him that the people of Karnataka had invited me... (*Interruptions*)

[*English*]

DR. KARTIKESWAR PATRA: You are talking about patriotism on the one hand and on the other, you are doing the reverse of what you are talking. You cannot blow hot and cold at the same time. One cannot hide sin in iron chest. Cloud cannot hide the Sun under its veil. Under the veil of patriotism, one cannot justify that this sort of activity is for the good of the country. The entire country judges what is right and what is wrong. It is known to everybody. One cannot hide it. Every citizen of our country knows

what is the intention behind it. Everybody knows what is the intention to go to hoist the National Flag there. The intention is to provoke the people of our country against Muslim community. I want to have some clarification from Shri Lal K. Advaniji.

MR. SPEAKER: This is a discussion. This is not a question-answer hour.

DR. KARTIKESWAR PATRA: After the demolition of Babri-Masjid, a probe has taken place and the findings are there. Similarly, if it is properly probed and if any judicial inquiry is made, the truth will be known as to who is the culprit and what is the intention behind. What do we want to achieve by hoisting the National Flag?

Sir, I want to submit before the House one thing. The Government should come forward with firmness to punish those people who are anti-social, who are anti-national, who are anti-patriotic. Under the cover of patriotism, what are they doing? They are trying to do further partition of India. They are trying to mar our secularism and they are trying to destroy our democracy. This is what our country must know. Every citizen of our country should be vigilant about it.

SHRI E. AHAMED: Mr. Speaker, Sir, what happened in Hubli on 15th August was a most unfortunate thing. Our National Flag is the symbol of unity and integrity. Whoever has misused the National Flag to drive a wedge between the communities or tried to sow the seeds of disintegration, he has done a great disservice to the Nation. In this country, every Indian or for that matter every Muslim is proud of his National Flag and everybody would like to uphold the honour of the Flag at all times and in all circumstances. The Muslims have also sacrificed many

things for the Independence of this country. The Muslims are also an integral part of the society. India means the India of a Hindu, the India of a Muslim, the India of a Christian and the India of everybody. I do not know why my BJP friends are trying to monopolise the patriotism as if it is their own thing. Patriotism cannot be monopolised by any section of people, by any political party, or for that matter, any community. I am sorry about what happened in Hubli. Whoever was responsible for the killing of the innocent people, he will have to answer the Nation either today or tomorrow. The communal holocaust has made us weep like anything. What happened in Uttar Pradesh? What happened in Varanasi? The trigger-happy people had killed innocent people. What happened in Bombay? How many innocent people had lost their lives? What happened in Surat? What happened in Meerut? All these things had happened, unfortunately, because of those who have not given any respect to the human values. They did it only for certain political and narrow gains. Therefore, this is the time for everyone of us to rise to the occasion irrespective of caste, creed etc. Whatever be our religion, whatever be our political thinking, we must live as Indians and show our respect to the Nation and to the integrity of the country. But I am sorry to say one thing. Ms. Uma Bharti had been there. It is a disputed site. Ms. Uma Bharti was trying to cover up her responsibility in this crime.

[*Translation*]

KUMARI UMA BHARTI: I have not said that.

[*English*]

MR. SPEAKER: Shri Ahamed, please

leave aside the individual. Please come to the point and conclude.

SHRI E. AHAMED: I am sorry. Ms. Uma Bharti has said in this House something. Whatever she said, there is a clear indication that the site was a disputed site. Whatever she had tried to explain here was just to cover up her responsibility in the complicity of that crime that happened on 15th August. Therefore, I would like to say that the House should condemn why that unfortunate thing had happened. All of us should stand together as Indians to uphold the honour of our National Flag.

14.00 hrs.

[*Translation*]

KUMARI UMA BHARTI: He has quoted my point wrongly.... (*Interruptions*)

SHRI BHOGENDRA JHA (Madhubani): Mr. Speaker, Sir, the House expresses its grief over the lives lost on 15th and 19th August. As the matter is sub-judice, I would not like to go into the details. However, I would like to thank Advaniji for admitting that there is a dispute between BJP and the Congress. It was because of this dispute that the mosque was demolished in Ayodhya and the Congress refused to accept the verdict of the Supreme Court on Shahbano case. The Congress, after laying the foundation of the temple, stoked the fire of communalism and the BJP inspired by this step, demolished the mosque. Do they now again want to cause any destruction and destroy the bond of unity in the country? In this connection, the House and the people of the country will give a befitting reply. We have seen the ramifications of communalism in 1947 which resulted in division of India. We will not allow it to recur. Several

hon. Members have said that the flag of Pakistan was unfurled in Kashmir. However, we do not strengthen the hands of those people who are misled or act unscrupulously. I think that our friends from B.J.P. cannot escape from this fact. The House should unanimously condemn communalism. Nobody claim openly that he or she is a communalist, though he or she may be involved in such act. In my view, it is the first serious attempt to spread communalism. It is our duty to thwart this attempt. I fully agree with the views of Shri Aslam Sher Khan and Shri Shahabuddin. Shri Khan has stated that the happenings in Bombay should not be construed as the after-effect of Ayodhya incident. This approach is not going to solve the problems. In any atmosphere, there could not be any basis for such incident. This House should condemn communalism with one voice.

[*English*]

MR. SPEAKER: Will the Government like to respond in any way?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P.M. SAYEED): Mr. Speaker, Sir, the hon. Members are aware of the happenings in Hubli on 15th August, 1994. The local administration had to resort to firing to control the situation. In this firing, five persons lost their lives and another ten received bullet injuries, besides a host of police personnel who were subjected to stone-pelting received serious injuries. Another twenty persons were injured in the *lathi* charge and stone-pelting. I feel sad on this occasion as the events which led to firing were avoidable and did not involve any major issues, which should have resulted in a confrontation of this nature. My sympathies are to the bereaved families who have been the victims of the situation.

Before I go into the details of what happened on 15th August, 1994, I would give to the hon. Members a brief idea of the dispute which resulted in this unfortunate situation. The dispute has been going on for more than 20 years and is presently the subject matter of litigation in the Supreme Court. According to the Government of Karnataka, the then Municipality of Hubli-Dharwar had granted the open space of land in front of the Idgah on lease basis for a period of 999 years on a nominal rent of Re. 1/- per year to the Anjuman-e-Islam, Hubli after obtaining the approval of the Government of Bombay on 11.1.1922.

The Hubli-Dharwad was a part of the Bombay State at that time. The said plot measures 1 acre, 5 Guntas and 76 square yards. A document was executed by Anjuman-e-Islam, Hubli in favour of the Chief Officer of the Municipality, Hubli on 17.5.1930. The document is in the nature of a lease deed in respect of the open space which was permitted to be used only for religious purposes. There was a provision for enclosing it with a compound wall but there was prohibition on sub-letting or for erection of any building on it.

In the year 1960, a modified order was passed by the Administrator of Municipal Corporation to enable Anjuman-e-Islam to construct shops around Idgah. A document styled as rent note in favour of the Commissioner of Hubli-Dharwad Municipal Corporation was executed by Anjuman-e-Islam on 30.3.1962. On 18.6.1971, Anjuman-e-Islam secured permission to put up construction on the plot in accordance with the plan approved by the corporation, the validity of which was extended up to 17.6.1972. The Anjuman-e-Islam started construction of six shops, but the BJP and other leaders object-

ed to the construction of the building. A suit was filed in the Court of Munsif, Hubli. The Commissioner of the Hubli-Dharwad Municipal Corporation was one of the defendants in the said suit. After the decision by the trial Court, an appeal was preferred before the Additional Civil Judge, Hubli who passed an order on 12.10.1982. . .

SHRI LAL K. ADVANI: What was the order?...(*Interruptions*)

SHRI P.M. SAYEED: The matter was again agitated before the High Court of Karnataka, which confirmed the judgement of the Additional Civil Judge Court Hubli by an order of 18.6.1992.

Anjuman-e-Islam has preferred an appeal before the Supreme Court of India against the order of High Court of Karnataka. The Supreme Court admitted the Special Leave Petition and issued a stay order on 23.9.1992. The stay order specifically prohibited the demolition of building in the area which was the subject matter of dispute. It further stayed the order of the High Court. The dispute thus is about the use of the Idgah Maidan and the construction and demolition of the building.

The Honourable Members will see from the above statement of facts that the matter is *sub-judice*. The process of adjudication on any issue does not end by the pronouncement of judgement on the subject matter of dispute by one Court or the other unless it is finally decided by the highest court of the land or when no appeal or revision is preferred within the stipulated period before a higher court from the order of the lower court. In this particular case, the matter is still pending in the Supreme Court and there is a valid order of the highest court

on the subject matter of the dispute.

I would like to bring to the notice of this House that even when the matter was pending before the High Court, a group of people belonging to the BJP planned to hoist the National Flag at the disputed place coinciding with the unfurling of the National Flag at Lal Chowk in Srinagar (J & K) on 26.1.1992. In view of the pending litigation, the local authorities took immediate action not to allow any flag hoisting at the disputed place. Since then, on every 15 August and 26 January, the BJP activists have been making serious attempts to hoist the National Flag on the occasions of Independence Day and Republic Day. The district authorities have been taking effective action to thwart the attempts made by these activists.

There were reports that the BJP activists were contemplating hoisting of National Flag on the occasion of Independence Day on 15th August 1994. They were mobilising support and two of their national level leaders - Shri Sikander Bakht, leader of Opposition in the Rajya Sabha and Miss Uma Bharati, Member of Parliament were to unfurl the National Flag at Idgah Maidan on 15 August 1994. We had alerted the State Government and advised them to take effective measures to ensure that peace and tranquility is maintained on the occasion. The State Government took all the necessary measures for controlling the situation and for ensuring the maintenance of public order. The controversial Idgah Maidan was sealed by the district authorities as a precautionary measure to prevent BJP and other leaders from hoisting the flag on 15.8.1994. Curfew was also clamped in the limits of eight police stations between 3 p.m. on 14.8.1994 up to midnight of 15.8.1994. Miss Uma Bharati, MP was arrested at 10.55 a.m. on 15.8.1994 along with her

supporters. Shri B.S. Yeduyurappa, MLA and National Secretary, BJP was also arrested for denying the prohibitory orders along with his followers at 11.30 a.m. At mid-noon, a group of three to four thousand persons assembled in the maidan in front of Gandharva Kala Mandir near Deshpande Nagar. The crowd wanted that Miss Uma Bharati should come and address the gathering. Since Miss Uma Bharati had already been taken under preventive custody, the crowd was informed that she will not be allowed to address the gathering. The crowd got infuriated and resorted to vandalism. The local police arrested about 40 persons and were about to take them to Taluka Magistrate for being remanded to judicial custody.

At this stage the crowd surrounded the bus and tried to overpower the police. The bursting of teargas shells and rubber bullets had no effect and ultimately the police had to resort to firing to disperse the violent mob. In the process, as I have stated earlier, five persons died and ten were injured. The local administration immediately brought the situation under control and, as can be seen, had effective measures been not taken the situation could have been worse.

On 19.8.1994 in connection with 'Moiy Hatao' campaign about two thousand to three thousand people gathered in Medara-Oni, Hubli to hear speeches of local BJP leaders. When the crowd dispersed and was passing through Tilaj Arhavant Temple, some people started pelting stones on the police van stationed near the temple. At about 1.30 p.m., the driver of the van opened fire without orders, which resulted in the death of a woman. Soon after, the driver was arrested on charges of causing death. There were a few other incidents in which the unruly mob rushed to the police stations and

set vehicles on fire and started pelting stones. The police warned the mob and when the efforts of persuasion failed, the police had to resort to lathi-charge to disperse the crowd. The situation in Hubli is now under control.

The State Government have already ordered judicial enquiry and have taken measures to provide ex-gratia relief to the next of kin of those who have been killed during the police firing. I would like to reiterate that this unfortunate situation could have been avoided. There was no need for it. The matter was already subjudice in the Supreme Court. A national level political party was trying for an unlawful possession of an area. The proper course was to wait for the decision of the Supreme Court before taking any precipitate action for mobilising public for taking the law in their hands.

Incidents of this nature not only result in loss of life and property but have a wider repercussion on the maintenance of communal harmony. While there may be small disputes on matters or there may be differences in perceptions about an issue, the involvement of a major national political party aggravates the situation. This was neither a political nor a religious issue. This was a dispute between two parties and the proper forum for the settlement was a court of law. The process was still on. I do not think there was any need for any interference with the process by using public and instigating them.

[*Translation*]

SHRI ATAL BIHARI VAJPAYEE: Mr. Speaker, Sir, I have given a notice of Adjournment Motion.

[*English*]

MR. SPEAKER: That is disallowed.

[*Translation*]

SHRI ATAL BIHARI VAJPAYEE: Sir, please let me start first. I have submitted to you that the Central Government is responsible for the incident occurred in Hubli. And it has been proved true from the statement given by our friend Shri Sayeed. It was asked by the Central Government to take effective action in this matter. What does an effective action mean? The effective steps which were taken there resulted into deaths of so many people. The Government has admitted it. Sir, it is also clear from the statement made by the hon. Minister that no efforts were made to resolve the issue and find a way out to hoist national flag there on August 15. Why such efforts were not made? The matter which is subjudice is a separate matter relating to shops. Public meetings are organised there. Recently Shri Hegde ji has organised a public meeting there. There is no question of communal dispute in hoisting national flag. Why the Central Government has not asked the State Government to have talk with all concerned parties to find out an amicable solution to the problem. Thirdly the hon. Minister has said that the matter was left to the local authorities. Who had ordered to open fire? What was the necessity to deploy Rapid Action force there? There was no communal tension. There was no possibility of the outbreak of any riots. What provocation was there? The hon. Minister is saying about vandalism. What act of Vandalism was done by the people. The hon. Minister has used the word 'Vandalism'. What does it mean? Has any structure been demolished there? Does the hon. Minister want to create such feeling there?

Mr. Speaker, Sir, we are not satisfied with the statement. It is an objectionable statement and an attempt to hush up the matter. You can see extent to which the discrimination is being made. When other people die in Police firing in Karnataka a compensation of Rs. two lakh is given but in case of Hubli Rs. one lakh only has been given. We are not demanding money from the Government. We can ourselves help the families of those persons who have been killed there, but it shows the mentality of the Government to make discrimination by evaluating the cost of lives differently. Such discrimination is being made. It provokes the people. Such acts encourage communalism. Mr. Speaker, Sir, I would like to request you to admit our Adjournment Motion so that we may take them to task.

SHRI CHANDRA SHEKHAR (Ballia): Mr. Speaker, Sir, I would like to say one thing only. In the statement given by the hon. Minister, one thing is very objectionable that when the Government had prior information about it why it has not made any efforts to solve the problem. If the flag would have been hoisted by a Government officer, there would have been no objection to it. Have you infact made up your mind to encourage the activities of our friends sitting on the other side? I do not know, as Shri Nitish ji has also pointed out, whether they are working inconnivance with each other but Mr. Speaker, Sir, it is a very serious matter. If the Central Government was aware of it why it has not pacified the matter by hoisting flag there by a Government officer. What they have to say about it?

SHRI LALK. ADVANI: Mr. Speaker, Sir, the hon. Minister has given a long statement

in which he has referred to the judgements of 3-4 courts but he has not given any quotation from them. On the relevant points he has not mentioned anything about the orders passed by the Munsif Court or Civil Court. I would like to know as to what orders were passed by the courts in 1961-62 under which some rights were given to Anjuman-e-Islam? Was it not mentioned there that it was not leased but licensed. Then it is also mentioned there:

[English]

"That these orders are illegal, *ultra vires*, void and ineffectual."

This is a quotation from the judgement which has been upheld even by the High Court-right from Munsif's Court to the High Court.

[Translation]

Regarding the statement given here. I would like to say that it would be better if all the orders, including that of Supreme Court, should be placed on the Table of the House so that factual position could be known because this statement is very misleading even in respect of Court's decisions also.

[English]

THE MINISTER OF WATER RESOURCES AND MINISTER OF PARLIAMENTARY AFFAIRS (SHRI VIDYACHARAN SHUKLA): Sir, it is a very plain matter that it is an old dispute. And this dispute has been pending in the various courts of law.

This is an election year in Karnataka.

(*Interruptions*). Let me complete my sub-missions.

[*Translation*]

SHRI ATAL BIHARI VAJPAYEE: What does it mean? Elections are being held in one state or the other... (*Interruptions*).. Elections can not be a reason.

[*English*]

SHRI VIDYACHARAN SHUKLA: Why am I being interrupted? (*Interruptions*) What I am saying is a fact. Nobody can deny that this is not an election year in the State of Karnataka.

SHRI ATAL BIHARI VAJPAYEE: So what?

SHRI VIDYACHARAN SHUKLA: I will tell you about 'so what'. (*Interruptions*) This is an election year. Attempts have been made in the past to incite all kinds of disturbances in that place irrespective of court order and irrespective of any regard for law and order. (*Interruptions*). The reports were received. We all knew through the columns of newspapers that a big demonstration of a kind which will result in breach of peace and tranquillity and could result in loss of life and also result in breach of communal harmony would take place in Hubli. Because of that, the Central Government had requested the State Government to take all precautionary measures. Local citizens were contacted. Peace meetings were held there. But, you know, it was not the intention of the agitationists to make peace. If there was any intention of making peace, the parties concerned would have waited for the final adjudication of the Supreme Court of India. If somebody in this House comes and says that he is not aware of the stay order given

by the Supreme Court of India, then, cannot say anything.

MAJ. GEN. (RETD.) BHUWAN CHANDRA KHANDURI (Garhwal): Demolition.

SHRI VIDYACHARAN SHUKLA: Whatever it is, I would like to put my views here. (*Interruptions*). That is an order of the court. Whatever orders of the court have been quoted by Mr. Vajpayee, on that very order, there is an order by the Supreme Court of India. (*Interruptions*) What was said by the High Court of Karnataka, on the same order of appeal, the Supreme Court of India has passed a stay order.

After giving the stay order, the entire thing is *sub judice* and any breach of law and order, any incitement to communal violence is totally uncalled for. To prevent that, all kinds of preparations were made so that the National Festival of 15 August could pass peacefully. But there were forces who were determined; who were totally ready and adamant to create trouble and create breach of peace and order on 15 August. They may have any taken plea; whatever plea there was, I am not saying that unfolding National Flag in one place on the other is wrong or right. But what I am saying is that after knowing that the situation there is explosive; the situation have been very contentious for many years and that is a matter which is *sub judice* and also there was a stay order by Supreme Court of India, there was no need at all for anybody to go and do this kind of activity which resulted in this most unfortunate incident in Hubli. Therefore, Sir, this matter needs to be condemned by this House that anybody belonging to a political party or any party - I am not concerned, who did try to take advantage of such sorry and tragic state of situation in some parts of the

country - should be condemned with all force and vigour. Therefore, I would like the House to join me in condemning all those people who were responsible for creating this situation in Hubli and they should be warned in future. The country will not countenance any such activities by such people. If some people think that the people of this country or the voters of this country can be misled, they are very sadly mistaken. They will see the results of their misleading the people in future.

SHRI CHANDRA SHEKHAR: Mr. Speaker, the hon. Minister has made a Statement which is very serious because no Court has the authority to put a stay order that any person is prohibited or the flag of the Nation cannot be hoisted at a particular place... (*Interruptions*) The Flag can be hoisted by one or the other. The whole question is they should not have allowed the BJP. Why did they not ask the bureaucrats or the District Magistrate to hoist the National Flag, because you have given them a chance. What you are saying, you are helping them to create a situation a situation that there are places where the National Flag cannot be hoisted.

There cannot be any plea, Mr. Speaker, and the Supreme Court has no authority to say that the National Flag will not be hoisted in such and such public place. On the 15 August or 26 January, the National Flag can be hoisted. The only question is why did you not take the precautions that they should not have taken the opportunity; you should have taken the opportunity to ask the District Magistrate to hoist the Flag there. Instead of doing that you asked them to send the Rapid Action Force so that they may get all the

propaganda material and you go on saying that nation should join you in your inactions and inaptitude.

SHRI VIDYACHARAN SHUKLA: Sir, I have mentioned it very clearly in my Statement that there was no question of any ban on hoisting of National Flag or the other thing. But the very fact of these activities was to create public disorder. Public disorder was sought to be created and any action by anybody in that particular area disturbance would have been created whether it was X, Y, Z; whether it was the State authority, local authority or any other political party. That was the judgement made by the Local Authorities who are responsible for keeping the law and order. There is no question of any Court preventing anybody from hoisting the National Flag. It is our fundamental right to hoist the National Flag anywhere in the country; nobody is going to stop that. Nobody wanted to stop that. But if the people, who are responsible for the maintenance of law and order, make a judgement of the situation and they decide that no activity of this kind should be made anywhere otherwise, it will result in breach of peace and law and order. They are responsible for maintaining it and they took this decision in their own judgement. There was no question of any insult to the National Flag or prevent the hoisting of the National Flag. But whenever, there is an apprehension of breach of law and order, the Local Authorities, who are in charge of the law and order, have to make these judgements and we all have to support their judgement to see that such things do not happen any more.

SHRI LAL K. ADVANI: Sir, I have with me the *Times of India* of the 10th that is 5-6 days before the 15th August. It says that

after a high level meeting of Government officials, a top official said, even the Anjuman-E-Islam has no right to hoist the national flag there. This is Government's attitude. It is not Court's order. It is the Government's decision that no Flag will be hoisted there. (*Interruptions*)

[*Translation*]

SHRI ATAL BIHARI VAJPAYEE: Mr. Speaker Sir, he has misguided the House... (*Interruptions*)

SHRI LAL K. ADVANI: It is not a court order... (*Interruptions*).

SHRI ATAL BIHARI VAJPAYEE: He has said so... (*Interruptions*). What has been said by the hon. Minister of Parliamentary Affairs is like adding fuel to the fire. He has misguided the House. Secondly, he has not thrown light on the fact that Shri Sikandar Bakht... (*Interruptions*) had met the hon. Prime Minister before going to Hubli. He also met the hon. Home Minister. He was told that there was some conflict and to avert the communal riots he was going there... (*Interruptions*) but he was stopped at Bangalore. It is wrong to say that efforts were made to settle down the issue before 15th August. The Government did not like to settle the issue. (*Interruptions*) Mr. Speaker Sir, we are not satisfied by your and as well as their decision.

[*English*]

MR. SPEAKER: Do not say that.

[*Translation*]

SHRI ATAL BIHARI VAJPAYEE: We set aside your decision but we are leaving the House.

14.30 hrs.

At this stage Shri Atal Bihari Vajpayee and some other hon. Members left the House.

14.32 ¼ hrs.

PAPERS LAID ON THE TABLE

Notifications under Major Port Trust Act, 1963 and Memorandum of Understanding between Shipping Corporation of India Ltd. and Ministry of Surface Transport for 1994-95

[*English*]

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): Sir, I beg to lay on the Table:

- (1) A copy each of the following Notifications (Hindi and English versions) under sub-section (4) of section 124 of the Major Port Trusts Act, 1963:-
 - (i) G.S.R. 35(E) published in Gazette of India dated the 27th January, 1994 approving the Jawaharlal Nehru Port Trust Employees (Provident Fund) Regulations, 1994.
 - (ii) G.S.R. 51(E) published in Gazette of India dated the 1st February, 1994 approving the Madras Port Trust Employee's (Medical Attendance in the Trust's Hospital and Reimbursement of Hos-

- pital Charges) Regulations, 1994.
- (iii) G.S.R. 52(E) published in Gazette of India dated the 1st February, 1994 approving the Jawaharlal Nehru Port Trusts Employees (Leave Travel Concession) Regulations, 1994.
- (iv) G.S.R. 56(E) published in Gazette of India dated the 2nd February, 1994 approving the Madras Port Trust Employee's (Grant of Advance for Festival and Natural calamities) Regulations, 1994.
- (v) G.S.R. 57(E) published in Gazette of India dated the 2nd February, 1994 approving the Madras Port Trust Employees' (Grant of Conveyance Advance) Regulations, 1994.
- (vi) G.S.R. 88(E) published in Gazette of India dated the 10th February, 1994 approving the Calcutta Port Trust Employees' (Other than Halida Dock Complex) (Recruitment, Seniority and Promotion) Amendment Regulations, 1994.
- (vii) G.S.R. 305(E) published in Gazette of India dated the 9th March, 1994 approving the Calcutta Port Trust (Recruitment of Heads of Department) First Amendment Regulations, 1994.
- (viii) G.S.R. 414(E) published in Gazette of India dated the 26th April, 1994 approving the Jawaharlal Nehru Port Trust Employees' (Conduct) Amendment Regulations, 1994.
- (ix) G.S.R. 423(E) published in Gazette of India dated the 29th April, 1994 approving the Kandla Port Pilot Service (Training, Grading and Seniority) (Amendment) Regulations, 1994.
- (x) G.S.R. 453(E) published in Gazette of India dated the 12th May, 1994 approving the Mormugao Port Employees' (Recruitment, Seniority and Promotion) Amendment Regulations, 1994.
- (xi) G.S.R. 456(E) published in Gazette of India dated the 16th May, 1994 approving the Visakhapatnam Port Trust Employees' (Festival Advance) Amendment Regulations, 1994.
- (xii) G.S.R. 454(E) published in Gazette of India dated the 12th May, 1994 approving the New

Mangalore Port Trust Employees' (Recruitment, Seniority and Promotion) Amendment Regulations, 1994.

[Placed in Library see No. LT 6307/94]

- (xiii) G.S.R. 470(E) published in Gazette of India dated the 18th May, 1994 approving the Calcutta Port Trust Employees' (Other than Haldia Dock Complex) (Recruitment, Seniority and Promotion) Amendment Regulations, 1994.

- (2) Memorandum of Understanding between the Mineral Exploration Corporation Limited and the Ministry of Mines for the year 1994-95. [Placed in Library see No. LT 6308/94]

[Placed in the Library see No. LT. 6305/94]

- (3) Memorandum of Understanding between the Bharat Gold Mines Limited and the Ministry of Mines for the year 1994-95. [Placed in Library see No. LT 6309/94]

- (2) A copy of the Memorandum of Understanding (Hindi and English versions) between the Shipping Corporation of India Limited and the Ministry of Surface Transport for the year 1994-95.

[Placed in Library see No. LT. 6306/94]

Indian Telegraph (Second Amendment) Rules, 1994

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI P.V. RANGAYYA NAIDU): On behalf of Shri Sukh Ram, I beg to lay on the Table a copy of the Indian Telegraph (Second Amendment) Rules, 1994 (Hindi and English versions) published in Notification No. G.S.R. 543(E) in Gazette of India dated the 28th June, 1994 under sub-section (5) of section 7 of the Indian Telegraph Act, 1885.

[Placed in Library, see No. LT 6310/94]

Memorandum of Understanding between Bharat Aluminium Company Ltd. and Ministry of Mines for 1994-95 etc.

Memorandum of Understanding between Engineers India Ltd. and the Ministry of Petroleum and Natural Gas for 1994-95 etc.

THE MINISTER OF STATE OF THE MINISTRY OF MINES (SHRI BALRAM SINGH YADAV): Sir, I beg to lay on the Table a copy each of the following papers, (Hindi and English versions):-

- (1) Memorandum of Understanding between the Bharat Aluminium Company Limited and the Ministry of Mines, for the year, 1994-95.

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (CAPT. SATISH KUMAR SHARMA): I beg to lay on the Table a copy each of the following papers (Hindi and

English versions):-

- (1) Memorandum of Understanding between the Engineers India Limited and the Ministry of Petroleum and Natural Gas for the year 1994-95.
[Placed in Library, see No. LT 6311/94]

- (2) Memorandum of Understanding between the Lubrizol India Limited and the Ministry of Petroleum and Natural Gas for the year 1994-95.
[Placed in Library see No. LT 6312/94]

- (3) Memorandum of Understanding between the Gas Authority of India Limited and the Ministry of Petroleum and Natural Gas for the year 1994-95.
[Placed in Library. see No. LT 6313/94]

- (4) Memorandum of Understanding between the Bharat Petroleum Corporation Limited and the Ministry of Petroleum and Natural Gas for the year 1994-95.
[Placed in Library see No. LT 6314/94]

Memorandum of Understanding between Steel Authority of India and Ministry of Steel for 1994-95 etc.

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): I beg to lay on the Table a copy each of the following papers (Hindi and English versions):-

- (1) Memorandum of Understanding between the Steel Authority of India and the Ministry of Steel for the year 1994-95.
[Placed in Library. see No. LT 6315/94]

- (2) Memorandum of Understanding between the Metallurgical and Engineering Consultants (India) Limited and the Ministry of Steel for the year 1994-95.
[Placed in Library. see No. LT 6316/94]

Review on the working of and Annual Report of Bihar Fruit and Vegetable Development Corporation Ltd., Patna for 1989-90 and Statement for delay in laying these papers etc.

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGOI): I beg to lay on the Table:

- (1) A copy each of the following papers (Hindi and English versions) under section 619A of the Companies Act, 1956:-

- (i) Review by the Government of the working of the Bihar Fruit and Vegetable Development Corporation Limited, Patna, for the year 1989-90.

- (ii) Annual Report of the Bihar Fruit and Vegetable Development Corporation Limited, Patna, for the year 1989-90, alongwith Audited Accounts and Comments of the Comp-

troller and Auditor General thereon.

- (2) Statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.
[Placed in Library. see No. LT 6317/94]

- (3) A copy of the Memorandum of Understanding (Hindi and English versions) between the Modern Food Industries (India) Limited, New Delhi, and the Ministry of Food Processing Industries for the year 1994-95.
[Placed in Library. see No. LT 6318/94]

**Memorandum of Understanding
between
North-Eastern Electric Power Corporation Ltd.
and Ministry of Power for 1994-95 etc.**

THE MINISTER OF STATE IN THE MINISTRY OF POWER (SHRI P.V. RANGAYYA NAIDU): Sir, I beg to lay on the Table a copy each of the following papers (Hindi and English versions):-

- (1) Memorandum of Understanding between the North Eastern Electric Power Corporation Limited and the Ministry of Power for the year 1994-95.
[Placed in Library. see No. LT 6319/94]
- (2) Memorandum of Understanding between the Power Finance Corporation Limited and the Ministry of Power for

the year 1994-95.

[Placed in Library see No. LT 6320/94]

- (3) Memorandum of Understanding between the National Hydroelectric Power Corporation Limited and the Ministry of Power for the year 1994-95.
[Placed in Library see No. LT 6321/94]

14.32 ½ hrs.

**STANDING COMMITTEE ON
COMMERCE**

Eighth Report

[*English*]

SHRI PAWAN KUMAR BANSAL (Chandigarh): I beg to lay on the Table a copy of the Eighth Report (Hindi and English versions) of the Department-Related Parliamentary Standing Committee on Commerce, on Coffee.

MR. SPEAKER: The House stands adjourned to meet again at 3.30 pm.

14.33 hrs.

The Lok Sabha then adjourned till Thirty Minutes past Fifteen of the Clock

15.36 hrs.

The Lok Sabha re-assembled after Lunch at Thirty-Six Minutes past Fifteen of the Clock

(SHRI SHARAD DIGHE *in the Chair*)

MATTERS UNDER RULE 377

(i) Need to Upgrade the Netaji Subhash Chandra National Institute of Sports, Patiala as University*[English]*

SHRI SANT RAM SINGLA (Patiala): Netaji Subhash Chandra National Institute of Sports located at Patiala has excellent facilities and academic apparatus viz., its buildings, playgrounds, libraries, scientific back-up and teaching faculty are second to none for it being accorded the status of a full-fledged university. With a bias for research in the areas of sporting activity, physical prowess and sports equipment, it may not need huge financial assistance from the Government to raise its level. The money which is at present being placed at the disposal of this Institute by the Government may require a little augmenting in the form of a recurring assistance to the proposed university.

It has been learnt that UGC and Planning Commission have already approved the conversion of this Institute into a University. Needless to say, this Institute which is of its own type in Asia is located in Sylvian surroundings in Patiala. Once its status is raised to that of a University, it would attract sports activists from all over Asia for academic excellence in the field of sports and youth activity.

As Punjab has always been doing yeoman service in the country in various fields, it deserves a special treatment in the sphere of academic excellence and sporting activities too.

I would urge upon the Government that

Netaji Subhash Chandra National Institute of Sports be upgraded to a university.

(ii) Need to Expedite Implementation of the Jabalpur Drainage Project as a part of Narmada Action Plan

SHRI SHRAVAN KUMAR PATEL (Jabalpur): Sir, I congratulate the Government for surveys conducted for drawing out a Plan of Action for cleansing Narmada, involving sewage treatment in Jabalpur. It is learnt that a plan has been finalised and survey teams have been sent to Jabalpur and areas around to study the magnitude of the pollution of the river, the only river irrigating Madhya Pradesh. Omti Nullah, Moti Nullah and other drains carrying sewage and sullage into Narmada have been included for treatment before it is discharged into the river.

In this context, I urge upon the Government that the project for providing underground drainage to Jabalpur city which continues with its open conventional drainage system, should be taken up and implemented forthwith, as an integral part of the Narmada Action Plan, so as to ensure treatment of sewage before the drains fall into the river. Underground drainage system, is a basic necessity for a town, at least now, when we are entering the 21st century. A duly approved project for providing the underground drainage system to this city has been lying with Government for years together.

I would, therefore, urge upon the Central Government to ensure expeditious implementation of the Jabalpur drainage project, as a part of the Narmada Action Plan.

(iii) Need to Construct Walls all along Kerala Sea Coast

SHRI MULLAPPALLY RAMCHANDRAN (Connanore): The State of Kerala has a very long coastline and every year during the monsoons the coastal areas are worst affected by sea erosion. This has not only resulted in loss of life and property but has also caused irreparable shrinking of land area. This recurring phenomenon needs to be checked without further delay.

I, therefore, urge upon the Government to take immediate steps for construction of walls all along the Kerala sea coast immediately.

(iv) Need to Review the Decision of Stopping of Mining Operations in Mine No. 11-B of National Minerals Development Corporation in Bastar District of Madhya Pradesh.

[*Translation*]

SHRI MANKU RAM SODI (Bastar): Mr. Chairman Sir, the National Minerals Development Corporation has developed iron ore mines in the Bailadilla mountain range in Bastar district, Madhya Pradesh which is predominantly inhabited by tribals during the last 25-30 years. It has been earning foreign exchange to the tune of Rs. 500 crore and the gross profit to the tune of Rs. 100-150 crore per annum by operating these mines. The corporation, itself has the reserve fund of Rs. 300 crore. It has been providing job opportunities and other facilities like education and health services to the tribals and the other local people.

The work of the corporation is going on smoothly in the three mine deposits i.e. 14.5 and 11-C and 50 crore rupees have been spent during the last five years on the development of the mine 11-B. Not it is in a position to start its production there. It has got the necessary technical know-how for it. The total expenses on this project will be 550 crore rupees, which the corporation is able to spend from its own sources.

The hon. Prime Minister has declared so many times that the public sector industries running smoothly will never be handed over to private sector. But it seems that the Ministry of Steel and Mines has stopped the preparation of starting production in the mine 11-B. There is no reason to do so. It will be very harmful.

Therefore, my submission to the Central Government is that it should review its decision.

(v) Need to Look into the Grievances of Employees of Vayudoot

[*English*]

SHRI ANNA JOSHI (Pune): The accumulated loss of the Vayudoot during the last 20 years, is more than 200 crores, the total employment of the company is round about 1,500 as on 25th May, 1993. The Government has taken the decision to merge the Vayudoot with the Indian Airlines in principle. Moreover, the administration of Vayudoot have decided to stop all flights of avro planes with effect from 31st March, 1994. This will badly affect the Vayudoot flights from Bombay to Kolhapur, Devu, Kandla, Porbandar, Pune etc., and there will be wide-spread discontentment among the

employees of Vayudoot. The employees of Vayudoot had gone on fast unto death to press their demands and to express resentment. The Government have assured them of appointing two sub-committees to look into their grievances as well as to streamline the merger of Vayudoot with Indian Airlines.

However, nothing concrete has transpired so far. Hence the fate of 1,500 employees is still uncertain. I urge upon the Government to look into the matter urgently and take proper and effective steps for the merger of two companies of Vayudoot and Indian Airlines.

(vi) Need to give Backward State Status to Bihar and Prepare an Action Plan for its All-round Development

[*Translation*]

SHRINITISHKUMAR (Barh): Mr. Chairman, Sir, after the declaration of the New Industrial Policy a few years back there came a news that about 12,400 offers have been made to the Government to set up New Industrial Units. Out of these only 113 offers were received to set up new industries in Bihar. I think that the necessary atmosphere and other facilities have not been made available to the State to set up new industries as a result of which this State, even after being rich in raw material, has become economically backward. Lakhs of people are becoming unemployed.

Therefore, I urge upon the Central Government that the whole of the Bihar State should be given the status of a backward State and an action plan for its development should be prepared.

(vii) Need to Evolve a Comprehensive Package for Revamping the Jute Industry in West Bengal with a view to protect the Interests of the Jute Workers

[*English*]

SHRI SANAT KUMAR MANDAL (Joynagar): Sir, Calcutta in West Bengal was once the base and hub of the Jute Industry. The condition of jute mill workers is not only steadily deteriorating, but their plight has become more pathetic in many other ways. There are atleast 8 jute mills that do not pay wages as per the tripartite agreement. Taking advantage of the loopholes in the laws of the land, the employers have deprived a very large number of workmen of their statutory dues like provident fund, gratuity, bonus including dues even on account of earned wages. It is also a sad commentary on the conduct of jute mill owners who by prolonging the lockout/closure of their mills are compelling their workers to accept wages at lower rates than that ensured by the existing industry-wise settlement.

While the management deducts 2.5 per cent of wages for maintenance of the quarters, there exists not even a semblance of maintenance. The well water is very turbid. Showers inundate the rooms. The workers are prone to accidents as the roofs of their quarters are about to collapse. During the monsoons, the sewage mixed water enters their quarters. Even the Director-General of the ILO expressed his great concern for the pesticide-related eco-hazards affecting the working people.

I request the Central Government to evolve a comprehensive package for re-

vamping the jute industry in West Bengal and ensure better facilities to them.

(viii) Need to Set Up a Training Centre at Hardoi Town in U.P. to provide Training to the Farmers for Upkeep of Agricultural Equipments and use of other Modern Techniques of Farming

[*Translation*]

SHRI SURENDER PAL PATHAK (Shahabad): Mr. Chairman, Sir, in order to ensure the optimum utilisation of modern agricultural tools and equipments, the Union Government has opened training centres at certain places of the country where farmers are imparted training to use modern agricultural implements, their optimum utilisation and repair works.

More than eighty percent population of Hardoi district of Uttar Pradesh and its adjoining districts like Lakhimpur-Khiri, Shahjahanpur, Sitapur, Farrukhabad, Unnao etc. are mainly dependent on agriculture. Due to the lack of training centres here, inspite of the availability of modern agricultural implements farmers do not know the proper use of these implements. Due to this reason, the farmers are unable to make full use of agricultural implements. That is why in this whole region, the results of agricultural production have not been satisfactory.

Therefore, the Union Government is requested that a training centre for imparting training for proper use of agricultural machines and equipments like tractor, thresher, diesel pump sets and insecticide sprayers may be opened at Hardoi, which is the centre place of these backward districts of Uttar Pradesh as have been opened in

Hissar in Haryana and Budni in Madhya Pradesh so that the local farmers may also be benefited by such training centre and come to the main stream of progress and development in the country.

15.50 hrs.

[*English*]

MOTOR VEHICLES (AMENDMENT) BILL

As passed by Rajya Sabha — Contd.

MR. CHAIRMAN: Now we shall take up item No. 11—further discussion on the Motion moved by Shri Jagdish Tytler. Shri Chetan P.S. Chauhan was on his legs.

[*Translation*]

SHRI CHETAN P.S. CHAUHAN (Amroha): Mr. Chairman, Sir, thank you very much. Last time I was telling you that the main reason of high number of road accidents in the country is that the vehicle drivers are not properly trained. In our country, drivers are not given proper training and that is why we are witnessing more and more road accidents. Some remedial steps such as licensing etc. have been taken by the Government about which I shall speak later on.

The other reason for the increasing number of road accidents is bad condition of roads. Now a days, there is a season and, the condition becomes worse during this season. The roads constructed through hot-mix plant techniques and other ordinary roads cannot withstand the onslaught of rains and at many places pot-holes have developed. Due to these bad roads, vehicles also get affected leading to break downs and a number of accidents. Our techniques

of building roads are thirty to forty years old, which require a change. New technique of mixing charcoal, *Bajari*, and lime will have to be used so that roads, once built, could last at least for five years. If it requires to bring new techniques from abroad. These must be brought.

One more reason for accidents is overloading. Commercial vehicles are loaded more than what is allowed which results into damage of chassis, axle and wheels, which further leads to the blockade of roads, jamming of traffic for one or two days. Consequently, the transportation of goods is delayed, and the travelling passengers have to face difficulties. Therefore, there is increase in road accidents.

Encroachment is one of the main reasons of accidents. Although on roads, on the highways notice boards have been placed that no construction work should be carried out upto one hundred yards along the roads and highways but in reality incidents of encroachment are increasing day-by-day. With the increasing urbanisation this problem of encroachment is becoming serious day by day particularly along the roads having big and small villages or towns near them. With the urbanization the problem of encroachment is on the increase, the width of the roads is narrowing down resulting in traffic jams etc. Ultimately all this leads to more inconvenience for the common people and increase in the number of accidents.

The problem of overloading is not merely limited to the commercial vehicles, but this problem is with all passenger vehicles, buses, tempo and other light motor vehicles also. Sometimes no part of the running vehicle is visible only the travelling people are seen. On a tempo itself twenty to twenty

five people are seen sitting, people are even sitting on top of the vehicle. There are laws against this kind of overloading, but they are not implemented. This law will have to be implemented strictly. Likewise, the vehicle on the road are also not in good conditions, they are twenty to twenty five years old. There are no mudguard, bumper or lighting arrangement in these vehicles. From the viewpoint of road safety these vehicles are very dangerous. The body of the vehicle is in such a bad condition that these vehicles make rattling sounds. I have earlier also said that in order to avoid the accidents, we will have to pay attention towards the issuance of driving licence. I had an opportunity to visit foreign country. I had a licence with me. In our country without doing anything you can get a licence if you pay extra money but in foreign countries you can get a licence only after one and quarter or one and a half year. For the first three months you get only a learner licence, after that you get a provisional licence and only after that you get a permanent licence. There is some strictness in Delhi but in smaller towns nobody cares for it and no driving tests are conducted. Now you are going to seek the cooperation of driving schools and I believe that it will be definitely helpful. But I also want to bring it to your notice that you will have to keep a check on these school lest these schools may not start functioning as touts and getting licences may become easy through these schools. In foreign countries, there is knowledge test also. In those countries a book is provided for studying the driving skills. First they give knowledge test in which objective type questions are asked or aptitude test is conducted. This knowledge test provides a great deal of information. This provides information not only related to symbols but also to driving knowledge and other things. Such book should be

[Sh. Chetna P.S. Chauhan]

made available here also so that people taking admission in there training schools should read them and acquire theoretical as well as practical knowledge. Only after that, they may go for the test. According to the provisions of law, if a person fails in this test he can take up another test within seven days. My advice is that this period should be increased to thirty days. If a person after undergoing thirty days of training goes for the test, he may become a good driver.

About registration I want to say that in small towns and district nobody bothers about the registration. Once a person gets his vehicle registered, he does not go for the second time. You will have to give special attention on registration. You have introduced computers for registration. If you send notice for renewal then I feel that people will remember it because people generally misplace their registration book. If you start sending renewal notices then you will have good income and at the same time there will be control over vehicles. It will lead to a good supervision and the record will be at your disposal. I also want to say that there has been a great deal of misuse of bus-permit. Though, this is a State subject but according to law only upto 24 Kilometre regional authority can issue permits for private buses.

16.00 hrs.

I would like to say something about my own State of Uttar Pradesh. There the permits are given point to point basis. Often it is seen that misuse of this provision is made. You should focus your attention on this aspect also. At the same, I would like to add that in the system of permit being given

for buses, there should be some provision for ex-servicemen also. I would also like to suggest that in section-II clause 4 it should be added:

[English]

preference must be given for unem-
ployed graduates and for self employment.

[Translation]

If this category is added than I have full faith that the number of unemployed in this country will reduce. In Section 79, you have made wearing of helmet compulsory for two-wheeler drivers. This system is limited in only some of the States. This should be made mandatory all over the country. In addition to that, this should be made compulsory for pillion riders as well. People often die in two-wheelers accidents because they do not wear helmet. in section 161 there is a reference of hit and run. These cases mostly take place on highways and their number is very high. The guilty persons flee away after such accidents. In Section 161, you have made a provision of paying compensation of Rs. Twenty five thousand to the next kith and kin of the deceased and in the case of permanent disability or in grave injury rupees twelve thousand five hundred only. My suggestion is that in the cases of hit and run twentyfive thousand should be made fifty thousand and twelve thousand and five hundred should be made twenty five thousand.

In Section 192A you have talked about using vehicles without registration and permit. You have taken various steps under it. You have said in it that you will allow those vehicles which do not have registration.

[English]

Vehicles allowed in emergency in sickness and injuries.

[Translation]

This provision also provides that if someone gives notice within seven days, no action will be taken against such persons. The people having vehicles can misuse this provision. They after bribing their states authority, may ply their vehicles freely. My submission is that permit should not be issued freely.

About transport vehicles also, something is said that they should not be given blanket permission if no registration is made. The registration should be made compulsorily. If such vehicles are apprehended they should not be seized. There are some of my suggestions. I have full faith that after considering these aspects, you will bring some amendments in the bill.

[English]

SHRI SHRAVAN KUMAR PATEL (Jabalpur): Mr. Chairman, Sir, I stand in support of the Motor Vehicles (Amendment) Bill.

When the first motor engine was invented on the principle of internal combustion in the early years of the Twentieth Century it was a giant leap for mankind as it had brought about major revolution in the life of humanity. Earlier, man was either walking on foot or he was riding an animal.

But with the invention of motor car life became more enjoyable and he could move faster. It undoubtedly shrank the world but

little would have Henry Ford visualised the troubles and problems, the tensions and anxieties and the despair and disaster it would bring in our lives in the later years.

In India alone last year, namely, 1993, 60,000 people died in road accidents. In the words of the Minister of State in the Ministry of Home Affairs, Shri Rajesh Pilot, the country incurs a loss of Rs. 2,000 crores annually owing to mishaps and road accidents. Gradually a situation is arising where we find too many vehicles and very few serviceable roads.

As in the New Housing Policy where the hon. Minister of Urban Development declared in the House that the role of the Government would be one of facilitator instead of a builder, with the advent of the new Liberalisation Policy surely the hon. Minister of State of the Ministry of Surface Transport would also declare that his Ministry's role would henceforth be limited to development of infrastructure. And rightly so because the top priority should be given to human life.

Safety cannot be compromised at any cost. I think, a time will come when, if we do not reverse the present trend and improve roads, traffic conditions, build up infrastructure and ensure road safety, we will have to put a stop on manufacturing of new vehicles. Therefore, I once again reiterate that the entire thrust of the Government should be in developing the infrastructure and to make efforts to join the entire length and breadth of the country.

Hit and run cases, as my hon. friend Shri Chetan P.S. Chauhan has mentioned, are on the increase. Proper surveillance and patrolling particularly on the National Highways has to be intensified.

[Sh. Chetna P.S. Chauhan]

A welcome step of this Bill is to provide for compensation to road accident victims without the onus of proof of negligence and rashness on the part of the driver under Clause 51 adding Section 163A to the principal Act.

The compensation under Section 161 has been enhanced to Rs. 25,000 for the loss of life and Rs. 12,500/- in case of grievous hurt. I tend to agree with my friend, Shri Chauhan. But I would like to make another suggestion. My suggestion is that the rate of minimum compensation should be linked with the cost of living index so that provisions do not become outdated with lapse of time.

Serious injury and death cannot be evaluated in terms of money. The Supreme Court in case of *Manjushri Raha Vs. B.L. Gupta* observed that a "person's life should not be devalued on the basis of artificial mathematical formula".

Incidentally, Section 131 under this Bill relates to procedure for handling road accident cases. I would also once again like to quote the Supreme Court which observes:

"It is the duty of the doctors to provide medical treatment to an injured person immediately without waiting for completion of procedural formalities regarding medico legal cases".

This indeed is a very welcome step and I congratulate the hon. Minister for incorporating this suggestion.

The three major factors which are mainly responsible for the road accidents are:

lack of worthiness of drivers. My friend was mentioning about that and I agree with most of his suggestions. Licence can be acquired by a man sitting at his house by paying gratification. Therefore, the driver's test should be organised in such a manner that one has to appear and pass the test and only then a licence can be issued. The character certification should be made compulsory. The suggestion of people getting driving licence through driving schools is also a very good suggestion. I welcome it. By this method, while on the one hand a man can get proper training, on the other hand we can also bring to book driving schools which do not impart proper training to the drivers.

I have to make another suggestion, although I know that it would be resented by some of the sections. I would suggest that the person who is driving a vehicle should be at least X class pass because driving requires a minimum level of I.Q. If a person does not possess I.Q., then he is like a gun which could fire and kill somebody. Therefore the hon. Minister should consider my suggestion of giving licences to those people who have a minimum education of X class pass.

So far as driving licences are concerned, they could be presented in a better manner. Laminated cards can also be considered. The hon. Minister of Surface Transport has himself said that three-fourths of accidents are as a result of human error. Driving under intoxication is one of the major factors for fatal road accidents. Therefore, I suggest that heavy fine and even imprisonment for repeated drunken driving should be imposed by the Government.

My second point is about the lack of worthiness of vehicles. I feel that a limit on

the life of a vehicle should be fixed and after that the vehicle should be compulsorily scrapped. This will reduce the incidence of accidents. Seat belts should be made compulsory, as we see in some countries of the world. Manufacturers making available air-bags for safety purpose should get tax relief.

Badly maintained vehicles are polluting the environment of our country. So, pollution checks should be made compulsory, say, once or twice in two years. Tax rebate should be given to pollution-free vehicles, like solar and petrol-operated cars, trucks, etc. We see that the auto drivers have the tendency to mix kerosene with petrol. This is really very bad for the health of the people. Therefore, this type of cases should be dealt with severely.

My friend here was mentioning about overloading of vehicles. We see that the vehicles in our country are very badly overloaded. One of the major reasons for accidents is the overloading of vehicles. Proper rules should, therefore, be framed and then those rules should be implemented strictly.

Uniform traffic road signs, conforming to international norms and standards, should be made applicable throughout the country. Helmets should also be made compulsory.

My third point is regarding the lack of worthiness of roads. In our country, we see that the climate also is not favourable and the quality of our roads is also not proper. Emphasis should be laid on proper building of roads. Busy roads, like the Bombay-Poona, road, are an open invitation to death. Therefore, building of zigzag roads should be avoided and building and maintenance of roads on National Highways should be given on Build, Operate and Transfer (BOT) basis,

as the Government is considering. Ambulances, cranes and separate radio frequency for all the vehicles on Highways could reduce the number of accidents.

Local RTOs indulge in a lot of corruption. Computerisation, particularly for customer service, could improve the situation and this will check the level of corruption.

Suitable bypasses should be given top priority so that heavy trucks do not enter the cities. Here I wish to make a point about the Katni bypass. Katni is one of the large cities of Madhya Pradesh. It is on the National Highway number 7. I have been writing to the hon. Minister to provide for a suitable bypass at Katni town. The alignment has already been done. I have written to the hon. Minister several times and I am sure that the hon. Minister has this matter under consideration. I am hopeful that he will pay his full attention to the Katni bypass, which is the prime need of the people of that town.

• Slums and settlements should have a distance of at least twenty to thirty metres from the roads.

So far as the Highway are concerned, my friend on the other side has already made a point. Stray cattle and animals are also a source of great nuisance and also cause accidents. So, this should also be checked.

It is a welcome decision to provide for Tribunals and Appellate Traffic Tribunals.

However, there should be a judicial audit for these Tribunals for their regular and full-time functioning. It is observed that most of the road Tribunals work hardly for two to three hours a day.

[Sh. Chetna P.S. Chauhan]

In the end I would like to say that if we observe the life in the Western countries, owing to legal hassles, people do not go to the rescue of fatally injured accident victims. In our country we are lucky that people are not all that insensitive. However, laws could be made with human angle in view.

With these few words I once again support this move which is a move in the right direction.

[*Translation*]

DR. S.P. YADAV (Sambhal): Mr. Chairman Sir, the hon. Minister has presented the Motor Vehicle Act (Amendment) Bill in this House to amend the Motor Vehicle Act, 1988. There is a great need to amend this Act since it has become very old and we are giving suggestions to the hon. Minister, as to how it should be amended and which things should be included in it. I hope that the hon. Minister would consider our suggestions seriously since the number of road accidents has increased in our country due to the increasing population and the worsening condition of the roads and we can not neglect those things.

It seems that during this decade, the road accidents in Delhi have increased by two and half times as compared to the last decade. Due to these accidents the country has to suffer the loss of about Rs. two and half thousands crores every year. We have to see the main reason behind these accidents. While living in Delhi, we often hear the news that Red line buses have killed so many people.

The condition of our National highways as well as our roads is miserable. It is not

enough to say that during rainy season only the condition of the roads becomes worse but the condition of the roads remain so worse through out the year, without any reason the accidents take place.

I often travel on Delhi-Lucknow high way and see that the condition of this highway remains always poor. There is a city named Hapur on this highway, where condition of the roads is worst. All roads are broken and even there are clitches on roads. There is no maintenance. And no much pressure of motor-vehicles, rickshaw pullers, cyclists and other means of transport on the roads there that often accidents there. The occur severity of accident has gone to this extent that trucks can be seen over turned on the roads. I feel that we should make such provisions in the Motor Vehicle Act that not only some restrictions should be imposed on the vehicles, rickshaw pullers or tempo drivers etc. but after a certain time limit their bodies should also be condemned since today it can be seen that the bodies of the vehicles have become quite dilapidated and even then these are being run on the roads. When such a bus is run on the roads its doors are open the passengers peep out their heads and some people travel on the roof of the bus. I do not know whether there were such provisions in the law which allows such vehicles to run on the roads and untrained drivers can be allowed to drive such vehicles? I would like to know the laws and rules for those who control the traffic under which they violate the rules and allow the dilapidated vehicles to run on the roads.

Sometimes the police stops the vehicles on the barriers for one or two hours and later on permits these to run on the roads in the name of convey and due to it these collide with each other and the accidents take place. So, whether the policemen have

such a law which enables them to do so in the name of traffic control and increase the number of accidents?

I would like to cite one example. A van started from Aligarh, on its route it passed through Rajghat-Sarora bridge. Three policemen stopped that van there and took Rs. 1500/- forcibly from the persons sitting in the van and said that they would throw their luggage into the river Ganga. Therefore my submission is that stern action should be taken against the erring policemen working in the traffic police and doing such type of things. An immediate action should be taken if such type of a report is reported and an action should be taken against the policemen. They are spreading a provision should be made in this Act to take stern action against such erring policemen so that they can not do any root of injustice to the people anywhere and if a report against them is found, disciplinary and punitive action must be taken against them.

Mr. Chairman, often you will find the incidents of violating law by the policemen only. Recently one of our friend Shri Balraj Passi of B.J.P. was travelling in the train, a policeman was in intoxication and teasing some women at the Moradabad railway station and he did the same thing with the hon. M.P. also, then the M.P. lodged a complaint against him and got him suspended. My submission is that in most of the cases, the protectors of the law, violate it and due to this reason the number of accidents has gone up.

I would like to submit that if the rules of traffic are included at school level syllabus, the student can learn these rules since childhood and save himself from the accidents. The most objectionable thing is that

the rules and the laws are not followed.

Mr. Chairman, Sir, I would like to urge upon the hon. Minister through you whether he is capable of getting the rules which were framed in 1988 and which he is going to frame in 1994 implemented? Will these be implemented in toto?

Will the encroachment on the roads be removed? If you to the Sadar Bazar in Delhi, you will find on both sides of the road nearly half of the road has been encroached. If these encroachments are removed, the accidents will be reduced. People park their vehicles on the road either the cars, trucks, cycles and motor cycles are parked on the people have extended their shops on both the sides of the road. Get these encroachments removed at the earliest. Same is the situation on the bye-passes constructed by the Government. People have started encroachment there on the road and near the road and a day will come when there will be no use of constructing the bye-pass there. Such type of things are taking place at various places and on which the hon. Minister should pay proper attention as the bye-passes have been sanctioned for Hapur and Moradabad.

I would like to draw the attention of the hon. Minister Shri Jagdish Tytler ji towards an important issue I would like to bring it to your notice you have accorded approval to both the proposals of constructing by-pass at Hapur and Moradabad. We request you release the funds to construct the by-pass at Moradabad and Hapur to make these places as accident free zones. The people of both the cities will be grateful to you for that and it would be a good step.

My second suggestion relates to pro-

[Sh. S.P. Yadav]

viding fly-over facilities in high-traffic areas to facilitate the local public. Besides, the traffic-signals also need to be improved upon. Sometimes it so happens at some places that only after crossing the traffic signal one realises that he was not supposed to cross it. These things happen sometimes.

I will not take much time. The Hon. Chairman has signalled to me to conclude. I would like to conclude by saying that people of Delhi should be provided some relief from the high-handedness and rash driving of the red-line buses as their killing spree continues unabated. We are pained to read in news-papers that innocent children are also becoming victims of the havoc created by the red-line buses. That is why, the hon. Ministers is requested to keep a check of these buses. The bus which get a permit is leased out. The contractors be a driver or a conductor—drive these buses irrationally to earn high-profit.

With these words, I conclude and support this Bill.

[English]

SHRI AMAL DATTA (Diamond Harbour): Sir, this amendment Bill is an omnibus amendment of a parent Act which is also an omnibus Act. This statute has many facets of road transport. In fact, it is the dovetail Act, a kingpin of the entire road transport system through which the Government tries to regulate and control the road transport. But the Act, unfortunately, has fallen long ago, more or less, into disuse because nobody actually obeys the Act. The Act is not enforced except on people, willy-

nilly, who are really law abiding and will not do anything outside the law. They are the people who are caught by this Act and others go scot-free.

Sir, this Act is supposed to be an Act which lays down specifications of vehicles, the maintenance and safety standards of vehicles, the licensing requirements of drivers, the crew, the motor vehicle itself and so on. This is an Act which goes into the details. It is not an Act which is very suitable and even the amendment is not very suitable for discussion on the floor of the House. Earlier we do not have any alternative to discussion except on the floor of the House unless a Committee was constituted for the specific purpose of going into such an Act.

But now the Committees are there. The Standing Committee is there. The Act should have been considered by them and they should have reported to the Parliament having gone into the details of the amendments, their necessity and their adequacy. But that has not been done. I do not know why it has not been done since the Standing Committees have come into effect more than one year ago. This is a fitting case which should have been reported to the House by a Standing Committee. But, anyway, since we are discussing it, I will go into some of the aspects, mostly the policy aspects which appear not to have been dealt with by those who have been the authors of this Act.

Sir, there should be coordination between the Ministry dealing with the subject and the other Ministries from whom they may get inputs, support and otherwise advice and guidance. I do not know what guidance the Ministry has received. But it does not seem that it is alive to the fact that the basic object of any transport policy in a

country like India should be to reduce the amount of freight which is carried by road transport particularly on long-distance transport. This has been one of the recommendations of a Committee called the Transport Policy Committee. I think it is the B.D. Pandey Committee which gave its report in 1982. I am afraid that the main recommendations of this Committee have not been either adopted or accepted by the Government - at least if not implemented. One of the main recommendations - which I think was a very very sensible one in the context of a country like India where our petroleum resources are so much limited - is that most, if not all, of the goods carried for a long-distance, which is a distance of over 300 kms. should be by rail. It is only in the case of distances shorter than 300 kms. that the road transport should be used. The reason is that the trucks today are consuming half the petroleum which is imported into this country. They said that this should be done as far as possible by rail. They have given comparative charts to prove what is the energy efficiency of carrying goods by rail as opposed to the energy inefficiency of carriage of goods by road. They have given very clear charts. I am sure, today with the electrification of a large part of the railway lines, it has become much more efficient than before to carry these goods by rail than by road. But this has been totally lost sight of in an Act, the Motor Vehicles Act - whether the parent Act of 1988 or in an amendment and there is nothing which tries to ensure that more of such goods will be carried over a long-distance by railways and not by road transport. It would have meant coordination between the Surface Transport Ministry and the Railway Ministry to have interchanges so that goods may come and be loaded on to the trucks with the least cost, with the least harassment, least trouble and least

delay. That is the type of a thing which we expected to see in an amendment which is coming today. Today, when we have already gone through such a critical situation in the country's economic history so far as the foreign exchange deficiency is concerned, yet they do not seem to have woken up. I do not know whether they are ever awake. That is one aspect.

Secondly, the other aspect which I would think that this Ministry should have been concerned about is how to reduce the congestion of traffic within the cities.

How to reduce the level of pollution within the city and elsewhere also which is created mostly by the vehicular transport, the road transport. There is nothing to indicate that in this amendment, or that the present Act incorporates any such policy by which as is already happening in other countries, a lot of vehicular traffic has been expelled, has not been allowed to enter the city. The people have to use public transport like the buses, trains, whatever is available. More metros have been built. Even today, the London transport which was started in 1850 is putting another line. They have completed one line recently, one line in 70s, one line in 80s and another line in 90s. And in Calcutta, they have started building the first metro in 1972 or 1974 and they are still building it. In Delhi, they are only talking about it. I do not know how long they will talk about it. I am not putting the blame on the shoulders of the Ministry of Transport. But there is no coordination. Each Department of the Government is an empire or kingdom of its own. Other Departments have nothing to do with this. How long will it go on? Today we are told that Delhi has more vehicles than the cities of Bangalore, Bombay and Calcutta. All three together have less than

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twenty lakh vehicles and Delhi has more than 20 lakh vehicles. This is a terrible situation. What is happening?

Then there is this pollution created by the buses, autos and two-wheelers. And motor cars are exuding fuel gas which may not be visible. But it contains deadly lead. In other countries, I am told that lead has been eliminated from petrol which is used by motor cars. Why is it not done in this country? We are told that Rs. 3000 crore will be required for additional treatment in refineries to make the petrol lead free. Is Rs. 3000 crore such a great sum to prevent people from dying out of lead poison or at least children of tender years being stunted in their brain growth because of the lead deposition. That is the report of our own Central Pollution Control Board. What happens to children between the age of four and eight or something like that? They have studied that because the lead deposition is higher than the critical amount, the brain maturity stops. We are not going to spend Rs. 3000 crore for this. At least, the Motor Vehicles Act could have now said that within five years this has to be done; within five years no petrol driven vehicle can be driven unless the petrol is lead free. They could have forced on the Government. Of course if they had enough public support, if the matter could have gone to the Committee, the Committee could have explained, the Parliament support could have been there. I alone speaking and shouting will not help. But there is no will here to save the people's health from injury. Why does this happen that in India a new bus comes into the road and within one year it is emitting black fuels. A new truck comes to the road and within six months, it is emitting black fuel. I have asked the special-

ists in this regard. They say that so far as trucks are concerned, the fuel injection apparatus, the fuel injection pump is tampered with from the very beginning. Why is it tampered? It is tampered with because then it can carry over-load. A truck which is supposed to carry nine or ten tonnes would usually carry 15 to 16 tonnes.

Power in the engine can be built up only by tampering with the fuel injection pump. And it goes on. In the case of buses, it may not be necessary, but there is no maintenance. They do not maintain it because there is no penalty, there is no disincentive. It is the people's health which is at stake here. I think the Motors Vehicles Act should have made it clear that any bus emitting fumes like that should be immediately confiscated. I would like to see which owner will ply bus after that. Once ten buses are so confiscated, everybody will ensure that their buses do not emit this kind of black fumes, his truck does not emit this kind of black fumes.

The previous speaker Shri Mehta was talking about overloading of buses causing accident. One of the ways by which the buses get overloaded is by tempering with this machinery which, in turn, causes black fumes to be emitted. All this shows the distinct lack of will on the part of the Ministry or on the part of the Government as a whole to safeguard people's health, to ensure safety on the road and to ensure compliance of the laws which they have enacted. These laws are enacted one after another but not complied with. The law will not be given any importance at all and this is what has happened to the Motor Vehicles Act today...
(Interruptions)

I am speaking on the policy issue. So far

as road safety is concerned, training and education have come up. But the question is not only that. I agree that drivers should be educated. Unless drivers are educated, they cannot see and understand the road signs. Of course, there are a very few road signs. There again, the blame has to be put at the door of the Transport Ministry because there are so few road signs. Road signs should be more in number, should be much bigger, should be much more legible and should be much more visible from a distance. Only then, the road signs are of any use. But, the driver also should be able to read, comprehend and apply his knowledge of the road signs in his driving. So, he requires a minimum education. I cannot say how much education - perhaps if a committee was there, that committee would have got the evidence of experts and would have been able to say whether it is Matric or Plus 2 or whatever it is. They would have been able to say that. But, I think education is required. Apart from all that, there is the matter of courtesy. There is not only lack of driving competence but there is no courtesy in this country so far as drivers are concerned towards the other people on the road, the other vehicles on the road or the pedestrians and other users of the road. This is the prime requirement. If nobody is going to do this - by convention it becomes a matter of courtesy - but they have to be made to do so by the law, which is deficient now.

Road service, road conditions have also come in for criticism and comments. I am sure the Minister knows this. I discovered long ago through an examination in the Committee that the road specifications are inherently sub-standard. It assumes the laden vehicle weight at a much lower level than what actually it is. Actually the weight of laden vehicle on the Indian trunk road is 20

tonne plus, assuming vehicle load of 12 or 13 tonne only. If there is no correspondence between the two, the assumed figures on which the specifications are built have to be the correct figures.

Either you say 'all right, we will allow you to take that weight and therefore we build the roads much stronger and specifications will be much higher' or you say 'this is the specification and you must adhere to that weight and nothing more. We will fine you and put you out of the road the fine being so high'. These are the reasons why the road deteriorates so much. There is no correspondence between the way the road is being used and the assumption on which a road has been built.

So far as buses are concerned, there is need for more buses to be on the road during the rush hour. Why? There are two reasons. Firstly, I want that more people should come by bus and less people should come by cars. You will have to make that arrangement, so that people cannot come by cars into the city beyond a certain circle. In Delhi take the inner circle of the Ring Road or the Outer Ring Road. If people have to come by cars, they will have to come by car only up to that point. Arrangements should be made for them to park their cars there and from there they will have to come by bus. So, in peak hours there should be more buses. It can be done easily. Secondly, in other countries in peak hours the fare is higher, so that more buses can ply and in non-peak hours the fare is lower. People who cannot pay higher fare will come in the non-peak hours. So, something can be done, so that the buses also are on the road and buses are there to carry the people who can otherwise come by cars, but they cannot come in their cars because the parking fee is so high that they

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cannot park their cars anywhere. Something like that will have to be done if a city like Delhi or any other metropolitan city has to be decongested of cars. Buses have to be looked at as well as cars have to be parked out.

About the highways people have talked about. I will take this opportunity to try to impress upon the hon. Minister that NH 6, the Bombay-Calcutta Highway, has no ending at the moment at the Calcutta end. I want the Minister to give it an ending. It should end at Diamond Harbour which is the logical end of the NH 6. After coming on the second Hooghly crossing which is called Vidyasagar Sethu, it just gets itself lost in approach roads. Actually it should go along one of the approach roads and turn into Diamond Harbour Road and end at the Diamond Harbour Road. That is the correct ending of the NH 6 in the Calcutta end.

I will mention here another road. I think you probably know about it. An Express Way called Durgapur Express Way is being built. Reports I have seen in the newspapers make it a very shabby project. We are told that the Express Way is so narrow that two buses will not be able to cross each other. That is the kind of Express Way being built. I do not know why. The specification will have to be looked into and may be more money will have to be made available for this.

[*Translation*]

SHRIBHERULAL MEENA (Salumbar):
Mr. Chairman, Sir, I have risen to express my views on Motor Vehicles (amendment) Bill, I support this bill.

Several hon. members have put forth their views in the House before me. The work of construction of roads is under the Ministry of Surface Transport; Police is under the Ministry of Home Affairs and Transport is under your Ministry. I would like to ask you as to how will you maintain co-ordination all the three departments. A road accident takes place due to a bad condition of roads and the police has the police controlling power. Then how will it be coordinated? I agree with the views expressed by the Members in this regard.

It is correct that rules are not observed. An improper training leads to road mishaps. If a proper training had been given, the accidents would not have taken place. The traffic police personnel. The RTO department personnel are posted to check to vehicles but we all know how do they perform this duty. They stop vehicles in order to extract money from the people only. If they give a receipt, then they ask the vehicle-drivers to remove the fault if any, and warn them to avoid such activities otherwise, their vehicles would be impounded. Such a system must be made in the country to ensure that all the erring drivers would be punished. The drivers should be warned against being drunk while driving or driving without licence or being a rash driver, or carrying weight more than the prescribed limit etc. But the Traffic police themselves over-look such rules. The drivers give Rs. 10.00 as bribe and go on. Now-a-days they are met by the traffic police personnel at a distance of every 10-20 kms. and these days they are charging Rs. 100 leading to a discomfiture of the drivers who then resort to rash driving. The checking is done, first, by the RTA Department, then by the flying squad of police department. I have seen at several places that the role of the flying squad is to rush help

to an accident site. If a vehicle has met with an accident, the squad would immediately clear the road by removing the vehicle, otherwise, an accident blocks the road and eventually the traffic. But they do not properly do their work.

I mean to say that both the Departments—the RTA, and police and transport should be given a proper training as to how the rules are to be followed. In the absence of observance of these rules accidents take place. If the vehicles run as per rules the number of accidents comes down. The population of our country has increased and so has the number of vehicles on the road. All the vehicles are carrying passengers so there is scope for some drawbacks. I would particularly stress upon imparting proper training to all the departments—RTA, Police, Transport, to ensure a decline in the number of road-accidents.

Sir, on this occasion, I would like to submit that ordinary people having limited means go to cities at a distance of 20,30,40 Kms. to earn their livelihood. They travel by trucks for this purpose. I would urge upon you to start buses on such small routes for these people. Sometimes, truckers drive continuously for 24 hours. An Hon. Member just said that they should not be allowed to drive for more than 300 kms. at a stretch. The distance between Udaipur to Bombay is 750 kms. A bus or a truck starts from here at four in the evening and reaches Bombay at six in the morning the very next day. If the whole distance is covered in the night then he must be going at a very high speed and it has head or collision with video coaches travelling at night, in which several people die. There are several such accidents but there is no rule for the RTA and the police. Everybody knows that big hoardings are set

up on the roads that this particular vehicle will be travelling from this place to that. Such boards have been set up the world over and the time is also written thereon. The Police, the RTA and all departments as well as the government are also aware that the drivers have been allowed to drive at a high speed. Announcements are made that if a passenger is dropped at his destination in a particular period then the drivers will be rewarded. He drives the vehicle so speedily to win his incentive and it leads to accidents. Neither drivers nor owners of the vehicles care for accidents and the number of casualties because vehicles are insured. They pay Rs. 25 or 50 thousand to the bereaved family as compensation but the life lost cannot be compensated. Thus we deliberately violate the rules. Therefore I wish that rules should be followed strictly so that accidents may not occur.

Besides these suggestions I would like to mention some problems of my constituency. Udaipur is a big city for which a by-pass has been sanctioned and fund has been released. While by-passes in all the other big cities have already constructed, the construction work of bypass in Udaipur is yet to be started. At present people have started unauthorised construction on the proposed land where road is to be constructed and a number of houses are being built therein. As a result thereof when the time of construction, of bypass would come those, people, who have constructed unauthorised houses, will demand compensation and the amount of allocated fund will be spent on the payment of compensation and construction of bypass will remain pending. There may be the same position in other cities of the country. Therefore I request you to start the construction work of sanctioned by-passes at once to avoid such problems and the

[Sh. Bheru Lal Meena]

public may get the benefit of such facility.

I would also like to mention about illegal occupation where the tribals live in my constituency, 200 feet long strip was acquired in the vicinity of National Highway and tribals were asked to take compensation or go to Delhi and there was no other alternative for them. Thus the houses of tribals, were demolished and bull-dozered and their land was acquired but the houses of upper caste people were not demolished. I, requested those upper caste people to allow the demolition of their house so that the road may be widened, people may be facilitated and accidents may be avoided. It's result was that the officials of the said department told those of upper caste people that their representative had stressed on the removal of their illegal occupation. And thus those people started questioning me that not the department but I had asked for the removal of their illegal occupation. Now every day a vehicle collides with a hour and accidents occur. I request to improve the situation.

In the same way I request to make sufficient arrangements for buses in those places where people travel in trucks, so that accidents may be avoided and loss of property and life may be saved.

I would also like to draw the attention of the House towards one more point as I have travelled by road many times from Udaipur to Delhi, and have seen that speed breakers are provided in those areas where upper caste people live no barrier is provided in tribal areas. The drivers do not care a bit and the vehicles running in very high speed can itself cause accidents. When attention of the officials is invited in this respect, it is stated

barriers cannot be provided on national highways according to rules, whereas barriers have been put up in areas where upper caste people live. I request the hon. Minister to make arrangements for providing barriers in tribal areas also because rules must be the same or everyone and every place. If the Government is unable to make suitable arrangements the tribals will come out with their traditional arms and there after barriers will be provided automatically.

In the end I would like to say that drivers, who travel 700 kms. in 24 hours, they get tired and feel sleepy. Some of them drive in drunken state which lead to accidents, such conditions should also be checked.

I hope that hon. Minister will seriously consider my suggestions. With these words I thank you for providing me time to speak.

17.00 hrs.

SHRI CHANDRESH PATEL (Jamnagar): Mr. Chairman, Sir, a lot has been spoken on this subject but first of all, I would like to take up the issue of vehicle licence. It is not as much difficult to learn driving as to get a driving licence. After passing the test, licence should be issued immediately. It does not mean that whosoever comes, should be issued licence. It may lead to increase in accidents. It has been heard that the Government proposes to give more representation to women. They want to reserve 30 to 33 per cent seats for women to contest in the elections. But here women do not get driving licence. Whereas in foreign countries women drive trucks and buses. In India, one cannot get a driving licence even after five years of training. In my opinion, it is an injustice to women. On highways, speed breakers are not construct-

ed as per SOR. As a result thereof, vehicles are damaged and the rate of accidents also increase. In these accidents many lives are lost. I have seen many two-wheeler riders dying. The specification should be as per S.O.R. Every State has its own Motor Vehicle Act. In Gujarat, Rs. 5000.00 is charged as road tax, whereas it is Rs. 4000.00 in Rajasthan and Rs. 3000.00 in Maharashtra. Similarly, the charges vary in each Union Territory. Instead of such a system, there should a uniform Motor Vehicle Act. Now-a-days, we find adulterated petrol which increases pollution. The law enforcing agency takes action against the guilty but they are let off by charging Rs. 25 or Rs. 50 as fine. There should be a Pollution Control Act but we do not have such a system. Earlier there used to be 31 accidents per thousand vehicle but now it has reduced to 14 per thousand vehicles. Though the number of accidents has come down yet the number of people dying in these accidents have increased. This ratio varies from one country to another. It is 14 per thousand in Japan, 18 per thousand in France, 21 per thousand in Germany, 23 per thousand in Britain and 22 per thousand in USA. However, it has been heard that in India this ratio is 27 per thousand. Who says that we are backward? But in this field, we have progressed far ahead of others. According to official data, 2.5 per cent accident have increased. There are about one crore seventy five lakh vehicles in our country. The two wheelers constitute about 33.6 per cent of the total vehicles. In big cities, they are 31 per cent. In Delhi, Bombay and Calcutta, 30 per cent victims of the accidents are such vehicles and their riders. The Government has not been able to take any effective step to check such accidents. A mere negligence may cause accident. For example, when a vehicle plies on the road, its headlight falls on the eyes of

the person coming from opposite side and one cannot see other vehicles standing on either side. As a result the vehicle collides with the other vehicles. The Government should also evolve a rule to this effect that the headlight of a vehicle should not fall above the road but at least upto a distance of one hundred feet on the road. I am a driving licence holder for the last 21 years. I have driven all types of vehicles. I know that most of the accidents occur due to defective headlights. It is generally found that the vehicles parked on the sides of the road do not have tail-lights. When one goes to R.T.O. for obtaining driving licence, one has to go through several stages of tests. If I am asked about the rules at the moment, I must admit I do not remember many of them. Therefore, I would suggest that it should be made compulsory for every driver to face the tests once in every five years. Many drivers drive vehicles under the spell of liquor. Today, it has become a sort of tendency among the drivers to show their professional cohorts that they can drive safely even when drunk. Consequently, their drinking capacity increases and it results in accidents. There should also be a provision of side glasses on the vehicles. Though these are small things, yet they have their importance. Similarly, excessive load and overloading becomes the cause of accidents. Just now one of my friends was telling that there is no coordination among various concerned departments. For example, roads come under P.W.D., police under the Ministry of Home Affairs and R.T.O. under the Ministry of Surface Transport. There is a need for proper coordination among these departments.

So far as accident claims are concerned, the old system is still in vogue. It has mostly been found that when an accident occurs,

[Sh. Chandresh Patel]

the officials of General Insurance Corporation of India do not reach the site of accident before two to three days and the vehicles remain there on the road. I have seen many such cases in Gujarat. It has mostly been observed on Jamnagar-Ahmedabad road that whenever an accident occur there, the insurance officials reach the site very late and by that time more vehicles get involved in the same accident as they collide with those which have already collided with each other.

I mentioned about pollution in my speech earlier. The owners of Petrol Pump adulterate petrol and diesel. In western countries, the life of vehicles is fixed and after their life lapses they are treated as scrapes. But, ours is a poor country and that is why even outdated vehicles continue plying on the road. When the drivers indulge in a race, a lot of pollution is caused and it also results in accidents. The licences of such vehicles should be cancelled. A major portion of our foreign exchange is spent on the import of petrol. Mr. Mc. Donald of Australia has suggested use of such a device which can help in curbing pollution level and saving of petrol and diesel. We should also think about developing such a device. I would like to suggest to the hon. Minister that school going children should be made aware of the traffic problem. Further, it should also be included in the school curriculum. The traffic rules can not be enforced effectively merely by making the people aware of them, but it would require stringent action. There is a need to amend the Old Motor Vehicle Act. In Gujarat, Motor Vehicle Act, 1982 of Bombay was applicable which was amended in 1988. The same system should be adopted here. The traffic police should be trained to bring

some improvements in their dealing. It would also help in rooting out corruption. The flyovers should be constructed, wherever required. The parking facilities should be augmented. Mr. Chairman, Sir, in this connection, I would like to quote an incident. Three people were riding on a scooter. When the traffic police blew the whistle, they stopped. They were told to show the licence. They replied that they did not take the licence in their pockets and that was lying at home. When they were asked their names, they told that they were Ram, Laxman and Bharat. The traffic police retorted that then the name of the fourth should be Shatrughan. They asked surprisingly as to how he knew that? The policeman replied that his name was Ravana and asked them to follow him to the police station. They said that Ravana had ten heads. The policeman replied that they would see that at the police station. This shows the way police harasses people now-a-days.

Mr. Chairman, Sir, in Gujarat, about 5600 bus operators are on strike. This has left all the drivers and the cleaners idle? Don't they pay the tax? Do they drive rash? If so, they should be sued. However, the problem is that R.T.O. and other employees of the department indulge in corruption. That is why, these buses are parked idle. Whether it is the Transport Minister or the Chief Minister, nobody listens them. I mean to say that there should be a uniform law.

Mr. Chairman, Sir, we talk of marching towards 21st century and in this quest, we have even embarked on satellite technology. In the past the farmer used to go to his fields on bullock-cart but now-a-days he goes on a tractor. He picks up his labourers from their houses and again drops them to their houses by tractor. He also uses the

tractor to go from one village to another. But, there is no such provision in the Motor Vehicles Act that the labourers should be allowed to sit on the tractor trolley. Tractor driving is very simple. I would suggest that a study should be made in this regard and 15 to 20 persons may be allowed to sit on the tractor trolley.

Mr. Chairman, Sir, I would have liked to speak on other points as well but as you have rung the bell several times, I would conclude and thank you for giving me an opportunity to speak.

[English]

SHRI YAIMA SINGH YUMNAM (Inner Manipur): Mr. Chairman, Sir, I rise to support the Motor Vehicles (Amendment) Bill, 1994. The Bill proposes for the regulation of the road transport in the country. So, it is a very important Bill because it will provide us all the facilities, road safety and so on. So, under the law, the Government has also to provide comfort for the passengers.

The provisions that are incorporated in the Bill regarding the grant of driving licences, authorisation to the States to appoint State Transport Appellate Tribunals, increase in the amount of compensation and removal of time limit for filling application by the victims of the road accidents for compensation are very important.

17.17 hrs.

SHRIMATI MALINI BHATTACHARYA *in the Chair*

As regards the procedure for granting licences to the drivers, I would like to place before the House certain important points.

The drivers must be made dependable very much on their own ability, their own skillfulness and also their own effectiveness, if at all they want to get licences. Here, the question of life and death of the passengers comes. Before issuing licences to the drivers, the Government should formulate strict rules. They should make investigations properly as regards the antecedents of the drivers. Otherwise, if a criminal is given a licence to drive, then the consequences will be very displeasing. It will create problems.

So, before issuing licences to the drivers, the necessity of possessing the medical certificates must be made compulsory. But, here it is mentioned and I quote:

"Provided that no such medical certificate is required for a licence to drive a vehicle other than a transport vehicle.."

So this proviso must not be there. Why is it necessary? I would say that not only for transport vehicles but for other vehicles also the driver must be physically and mentally fit. Otherwise how can the licence be issued to a sickman although he is driving a vehicle other than the transport vehicle? I am enquiring from the hon. Minister what is the necessity of having this proviso to add it again:

"Provided that no such medical certificate is required for a licence to drive a vehicle other than a transport vehicle"

I consider that this proviso must not be there in the Bill. A driver must be physically and mentally fit. His morale must be good and his behaviour must be tested.

Madam, we receive so many complaints of misbehaviour committed by these drivers

[Sh. Yaima Singh Yumnam]

and conductors, creating problems for the passengers. The conductors must also behave nicely with the passengers. These are the important matters which are to be looked into before issuing licences to the drivers.

I would like to add that the licence issuing authority must be made responsible if any driver commits a crime, say misbehaving with the passengers or doing other unwanted things, while driving the vehicle at his disposal. I want the government to frame rules and make laws strictly to fix the responsibility and to make the issuing authority responsible for the drivers' behaviour also.

Secondly, I would like to mention that authorising the State Governments to appoint State Transport Appellate Tribunal is a very good idea. I would like to appreciate this because if this authority is given to the State Governments many of the people's grievances would be redressed. However, there are small States where such appellate authority does not take up the cases very speedily and so many cases are kept pending and at the same time these tribunals take time more than necessary and the affected people suffer because of this. So I appeal to the hon. Minister to look into it so that the cases can be disposed of by these tribunals within a reasonable time.

As regards the point to increase the amount of compensation, it is highly appreciated because now-a-days in the context of rise in prices of all commodities and also rise in cost of living, this increment will give much relief to the victims.

As regards removal of time limit for

filling the applications for compensation by the road accident victims, it is also appreciated very much.

Earlier it was very difficult for a victim to file applications or claims within a limited time. It takes time. If that restriction is removed, it will help the poor victims greatly.

Madam, my State, Manipur, is under the President's Rule. I would like to mention that we have to travel a long distance from Imphal to Guwahati and to reach the capital, Delhi, by bus. There is also a difficulty in transportation of goods. Our difficulty is that because of law and order situation, the owners of the vehicles have to pay 'other taxes'. The NSCN collect taxes from the owners of the vehicles and the drivers have to pay them. Otherwise, they cannot ply their vehicles.

These are the matters, which relate to law and order. I simply wish to bring these things to the notice of the hon. Minister. I would like the Minister to look into the safety of the passengers from the point of view of long-distance travelling passengers.

Lastly, when we learn from the reports through the Press that many vehicles have fallen in the rivers and in the canals killing many passengers, we feel sorry about it.

The Government should look into all these problems and try to redress their grievances.

With these words, I support this Bill.

SHRI M. KRISHNASWAMY (Vandavasi): Madam Chairperson, I rise to support the Motor Vehicles (Amendment) Bill, as passed by Rajya Sabha.

Communication is a very important infrastructure and road is the only communication, which links the remote villages and the towns. Whenever State permits are issued by the Government - there are a lot of demands for busy routes - some people hesitate to ply in the interior and remote areas of the villages. It should be made compulsory that the transporter or the fleet operator should operate at least one route connecting the remote villages. This social obligation should be met by them and this can be enforced by framing the rules accordingly.

It is just like a system - this system is there in Tamil Nadu - that a Government doctor should serve in a primary health centre for three years. Like that, the operators, who own three to four buses, must operate at least one bus to link the villages. I have noticed that, in certain cases, permits for most of the routes were issued for one particular operator. With the result, he enjoys monopoly over those routes, he does not bother to ply in the route connecting the interior villages and he does not bother to improve the services also.

To introduce an element of competition among the various transporters, an individual transporter should not be given permits for more than three routes. A maximum limit should be prescribed.

Also, old vehicles should be banned or should not be allowed to be operated after a certain time. If a vehicle is a 1950 model or 1952 model, after a certain period, it should be banned from being operated or should be dismantled because the old vehicles cause pollution. When such an old vehicle goes in front of us we are not able to see clearly and drive because it emits lot of smoke. That is

the situation. So, old buses and trucks should be allowed to be used only for a certain period and thereafter they should be dismantled.

There should also be no monopoly in the matter of issuing permits. They should be given to many people. There are agricultural workers and others who are engaged in other avocations for generations together and they are not gainfully employed throughout the year. Therefore, the Government should encourage them and give route permits to those people who are living in remote villages. Such agricultural workers can be organised to form transport cooperative societies and the permit may be issued to such cooperative societies just as ex-servicemen are issued. Unemployed youth also can thus be helped to earn some living by running such a transport service. I think such a scheme should be devised so that self-employment among the youth is also generated.

About driving licences, many speakers have mentioned. There are lot of malpractices in the issuing of driving licences. People just join some driving schools and after some time by paying some money they get a driving licence. In this way a person who does not know how to hold the steering wheel gets a licence. If such people go on the road we can very well imagine the havoc that would be caused by them. The licensing authority should be asked to conduct driving tests before issuing a licence. This should be scrupulously enforced with suitable checks and counter checks.

As we all know, there are Motor Accident Tribunals in all the States. But the procedure of deciding the cases is cumbersome because the tribunals have to decide

[Sh. M. Krishnaswamy]

a lot of legal questions on facts. The Government should provide for the payment of some minimum amount of compensation to the victims immediately after an accident which will be of some help in time of their need. Otherwise the situation is being exploited by the middlemen and some brokers.

At present there is a time limit of six months for filing the claims before the tribunals. If a person is insured and is in the hospital for treatment for more than six months' time, the time limit to file the claim before the Motor Accident Tribunal expires and he cannot file a claim. In such cases there should be some exemption. There should not be any time limit to file a petition. Either at least one year's time should be there or the six months' time limit may be removed. At least, the time to file should be extended.

Unless the victims are given some compensation immediately, some other people go to the houses of the victims and by paying some money for the cremation they get blank papers signed by them. They then take them to some lawyers to file a petition on their behalf.

Then, whatever the compensation is awarded, three-fourth of the amount is taken away by the middleman and the dependents of the victim get only one-third of the amount. So, that should be considered.

I would urge upon the hon. Minister to create a corpus fund for the purpose of making payment as token compensation immediately after the mishap has occurred since the law takes its own course. The

insurance companies should also be instructed to expedite the cases of payment of compensation, insurance money to be paid to the claimants. In the speed-age, hit and run cases are going on. Therefore, those victims are also to be taken care of. In the hit and run cases, some people are not able to identify the car number of the vehicle. So, they are not able to file a petition in the Tribunal. In such cases, the Government should immediately come for their rescue and give compensation to the victims and their families.

While issuing commercial driving licence for heavy vehicles, care should be meticulously taken to test the driving skill of the candidate, his psychology should be tested and he should be given some orientation training since in his hands the fate of the busload of people remains. In view of the growing accidents involving transport buses, trucks, lorries and tourist buses, speed governor for speed limit should be fixed in every public transport vehicle and the violator should be punished adequately and the punishment should be so deterrent that he would be tempted to commit it again knowingly or unknowingly.

With these few words, I thank you, Madam for giving me an opportunity to speak and I support the Bill.

SHRI SYED SHAHABUDDIN (Kishanganj): Madam, Chairman, I rise to support the Bill which is before us with comprehensive amendments to a very comprehensive Bill. But I take this opportunity to make a few suggestions and observations for consideration by the hon. Minister.

All of us are conscious of the poor state of maintenance of the National Highways

and the fact that the National Highways Authority is yet to be created. I take this opportunity not only to plead for allocation of more funds for the maintenance and construction of National Highways but more than that for the immediate establishment of a National Highways Authority which shall bring the responsibility for the maintenance and care of the National Highways directly under the Central Government. I also plead for the constitution of a Highway Patrol without which, I think, it is impossible to control this epidemic of accidents on the National Highways.

Secondly, I have a problem which I want to point out. As we advance towards the 21st Century, I suppose, we shall have to grapple with the problem of reserving roads including the National Highways for motorised transport. I think, that problem has to be tackled by legal provision and I do not think that the Bill makes any provision for that. Connected with that is the question of optimum utilisation of the roads in the inner core of the cities in the congested areas.

I recall that in Singapore one has to pay a fine if the car is not fully occupied on the periphery and when it is about to enter the core of the city. I think for a petroleum deficient country like that of ours that would be very very useful to have a rule like that, that a car must be fully occupied, namely, to its capacity of four or five persons. There must be four or five passengers in it, otherwise, the car shall not be allowed to enter or pay a fine. That is just one of the ideas. But there are many other ways of combating this question of traffic congestion in the heart of the cities. For example, there are cities which are now experimenting with motorised pavements or what you call horizontal escalators. I do not know whether any such

experiment has been done here in our country.

I would imagine that even Chandni Chowk would be an excellent site for experimenting with the horizontal escalator so that the people can move on a escalator and the road is completely kept free... (*Interruptions*). Well, the street vendors have to be removed.

The question of coordination between various authorities involved has been mentioned here by a number of colleagues and I shall not dilate on it. But there is one problem that bothers me as a lawyer. We have the question of compensation for which the Bill now proposes tribunals, appellate authorities and everything and I am happy with those provisions. But sometimes the crime that has been committed, or the criminal aspect, is lost sight of. Surely, there are two aspects to an accident - the criminal liability of the person who is responsible, if it was not a case of mechanical failure, and the compensation to be paid to the victims of the crime. Now, the compensation part is taken care of but I would want some sort of a coordination machinery to be there, in order to have a proper coordination between the judicial authorities which are dealing with the criminal part and with these tribunals.

Coming to the question of pollution, I find a very agreeable provision here. But I would like to know from the hon. Minister: Does a private citizen have the right to lodge a complaint about a vehicle which is emitting black soot? Will the authorities take cognisance of that? We know that the police can be bought. We know that even if there was traffic police, perhaps they would also be bribed because every inspection merely

[Sh. Syed Shahabuddin]

opens another door for corruption. But I would suggest that every citizen should have the right immediately to note down the number of a vehicle and then to file some sort of an F.I.R. with a transport authority or with a traffic authority so that particular vehicle can then be subjected to an inspection and then if it has exceeded the pollution limit, it can be subjected to the usual penalties. I would not go as far as Mr. Amal Datta has gone, to suggest that the vehicle be immediately confiscated. But certainly on the recurrence of such complaints against a particular vehicle, even confiscation can be considered.

I would like to point out to you, Madam Chairperson, that in our own daily experience we find that every State Transport Authority is a cesspool of corruption. But I really cannot suggest any way of controlling that corruption. Whether it is a question of grant of driving licence or whether it is a question of grant of any permit or whether it is a question of any inspection, I am sure that we feel absolutely helpless. I really do not know whether the Minister has any suggestions to place before the Parliament for controlling this rampant corruption.

As far as the driving licence is concerned, apart from the fact that the drivers must have a minimum educational qualification, as has been pleaded by a number of colleagues, I have a feeling sometimes, travelling in hired vehicles, that some drivers have a psychopathic personality. In fact, sometimes I find that they suddenly rush on the road, suddenly escalate the vehicle, if they find that there is something in front of them, not necessarily a human being but may be a goat or may be a hen. That shows

to me the mind of the driver. The driver has no sense of compassion for life and such a psychopathic person can be much more psychologically prone to commit accidents than otherwise. I would, therefore, suggest that the medical test that has been envisaged here, must include an element of psychological testing also.

I really wonder why the Minister should keep the DTU under him. I imagine he would be handling the Ministry much more efficiently without it and I suggest that he gets rid of it as soon as possible and hands it over to Mr. Khurana who is, of course, not here any more. Let him deal with these Red Lines and Green Lines and Blue Lines. At least the Minister should have more time for dealing with the overall planning of national transport. He could do it so that he would have more time and energy left for dealing with the enormous transport problems of our enormous country.

I do know one thing. I always feel that sometimes the Ministers and Departments tend to keep on to their empire and they do not voluntarily preside over the dissolution of their empire or decentralisation of their charge. But I would really plead with the hon. Minister that he should think seriously in terms of handing over the Delhi Transport to the Delhi State.

If I may take half-a-minute more, I will make one last point. I represent Kishanganj which is on National Highway 31. Apart from the sad state of maintenance for the last 15 years, we have been crying for a railway overbridge on National Highway 31 at the entry to the town of Kishanganj. That creates mile-long bottlenecks at times because our railway traffic towards the North East is increasing and this is the only Highway. We

need a railway overbridge there. I believe that the hon. Minister has been kind enough to initiate negotiations with both the State Government and the Department of Railways; but for some reason or the other no progress has been made and the matter stands where it was.

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): The proposal has not come.

SHRI SYED SHAHABUDDIN: I plead with the hon. Minister to really bring together all the authorities concerned and to begin construction of this overbridge at Khagra in Kishanganj on National Highway 31.

With these words, I support this Bill which is before us.

[*Translation*]

SHRI RAMASHRAY PRASAD SINGH (Jahanabad): Mr. Chairman, Sir, I support this Bill.

This Bill has some good aspects on which I would like to say something. It provides for compensation which is commendable. Secondly, it confers absolute powers on the State Governments to constitute tribunals which will ultimately benefit the people substantially. Thirdly, increasing the limit is a welcome measure. This will allay the peoples' difficulties and give relief to people bound by the time factor. This Bill has all the good provisions.

We should examine a driving licence seeker and make verifications to ascertain whether he is a good driver, whether he has a criminal record, whether he is educated,

mentally sound, before a licence is issued to him because by issuing licence we are entrusting a great responsibility on a person.

The road accidents are on increase in India today. The graph of vehicular accidents is highest in India whereas the number of vehicles here is less as compared to other countries. There have been such tragic accidents here which have devoured the whole family together. High pace of vehicles beyond speed limits is another reason of accidents. I belong to a rural area. The vehicles running from villages to cities cause more accidents because the roads are in a dilapidated condition. Construction of roads is a State subject, yet I would like to give certain suggestions to the Hon. Minister in this regard.

Untrafficable roads should be inspected. There are many such roads here. The roads generally have some life but these roads live beyond life which is generally of 2-3 years only. The State Governments have their own laws and regulations but in view of the situation there, the Central Government should also look to it.

I would also like to say that fitness certificates are given to vehicles which are not worth running. The concerned officials issue the certificate in lieu of huge amounts. Such vehicles should not be allowed to run on roads as they cause accidents. You may formulate many laws in public interest but the virus of corruption renders all laws redundant. This Parliament makes laws and passes them but corruption is rampant among the implementing officials. You will have to eradicate corruptions if you want to save human life.

[Sh. Ramashray Prasad Singh]

Sir, I would also like to touch upon the national highways. Sufficient money is not spent on their maintenance. I suggest you to constitute an organisation under the Central Government that can best maintain these highways because these highways link States with one another. So, special consideration should be given to these roads.

With these words, I would like to add that the present rate of accidents should be lowered and laws relating to this be reviewed. The vehicles not in a running condition should not be allowed to run on roads as they cause accidents and take toll of human life. It seems that human life has no value. I urge the hon. Minister to pay more attention to this aspect.

SHRI KRISHAN DUTT SULTANPURI (Shimla): Mr. Chairman, Sir, I rise to support this Bill.

After having been passed by Rajya Sabha, this Bill has come before this House. The hon. Minister deserves congratulation for having included the suggested amendments in this Bill. There are other facilities in it besides compensation. Many hon. Members have expressed their concern over the selection procedure of illiterate people for driving vehicles which cause accidents. Many accidents are caused under the spell of liquor. Therefore, a person should be a matriculate at least to be eligible to secure the driving licence. There are many graduate or M.A. pass drivers. Facilities should be provided to a poor person aspiring to drive a vehicle. The people at the selection panel should be aware of the period of experience of the drivers. Even people who are hard of hearing are passed for issuing licences and

they drive the vehicles. Such deaf drivers do not allow an accident to take place at any point of time. You can find such people in Delhi and in many States. But, there are drivers who are educated and cause more accidents. They should be scrutinised first.

I would also like to add that the hon. Minister has done a commendable job by introducing pension scheme for transport employees. The credit of relieving them from the great injustice being afflicted to them goes to him. All our national highways traversing through the hilly states like Garhwal, Himachal Pradesh, Nagaland etc. have been closed today due to heavy rainfall. You allocate funds to the State Governments. Please allocate more money so that all the closed highways are opened. I thank you for granting funds for the construction of a bridge at Kullu. Similarly, a provision of funds was made for constructing a tunnel in Rohtang pass which was not constructed. In our area, roads leading to Kinnore, Lahoulspeeti are closed due to landsliding. I can not ask the State Governments as to what amount of money was spend on it. In our area, poor people can not take their produce to the bigmarkets. There is no train service. The hon. Railway Minister neither listens to us nor grants funds for extension of Railways. Kindly make proper arrangements for transportation.

Madam, our national highway may be extended from Paunta Saheb to Rohadu and from Pinjour to Swargatt. Our people were benefited when the buses and trucks diverted their route through this highway when there was turmoil in Punjab. Something was said about roads. People have unauthorisedly occupied land alongside roads in Calcutta, Bombay, Delhi or any other State. The roads can not be widened

as per the norms because of encroachment by the people. Therefore, Government should take action in this regard through the concerned department or through subordinate departments in case the former do not come under the jurisdiction of the Government because in case of an accident no Transport Minister is held responsible and no other Minister owns the responsibility for that. There should be no dearth of finances so that work can be implemented as per the scheme. The construction of a road can not be completed unless money is spent on it in a planned manner. If money is granted, as per the scheme and work started on 10 roads but there are no funds for one road then how can all the roads be constructed. Therefore, the hon. Finance Minister should be asked to grant funds. If there are no funds with him, the road construction work should be assigned to the outsiders so that they invest the money and give facilities to the people. *(Interruptions)*

MR. CHAIRMAN: How much time will you take more?

SHRIKRISHANDUTT SULTANPURI: I am about to conclude.

18.00 hrs.

Just now, an hon. Member was saying that accidents take a toll of 60000 human lives per year. In this connection, I would say, that we should pay attention to the vehicle technology. The companies should be directed to use quality machinery in trucks so as to avoid accidents due to technical reasons. Today, many people buy trucks by taking loans and the trucks stop functioning within a year, as is the case with Fard trucks and the operations just reel under the burden of loans. Such type of

complaints are received by all hon. Members. Therefore, I urge upon the Hon. Minister to direct companies to use good technology... *(Interruptions)*

Special attention should be paid to environmental aspect. It is seen that a number of permits are issued on a particular route causing heavy traffic and consequently environmental pollution. The truck unions also take Rs. 100 and give travel chit. The hon. Minister should pay attention to it also.

An hon. Member has rightly pointed out the fact of awarding cash rewards. A cash reward of Rs. 200 is given to a truck that reaches first to Azadpur Mandi from Simla and the drivers get coveted so much so that they neither care for their own lives nor for anybody elses' thus causing accidents. This practice should also be checked because when an accident takes place, the Congress Party, its Ministers and Members are held responsible whereas the fault lies in somebody else. Therefore, there is need to pay attention to all these aspects.

This Bill has many good provisions like compensation etc. There may be some lacuna also and suggestions can be given to remove them but the opposition is in a habit of opposing every policy of Congress. There is a practice of fixing the responsibility of everything on Congress. One of our friends was saying that all powers be vested in Shri Khurana. If this is done, we will have a situation like Himachal Pradesh here. He could not even fulfil his assurances regarding slums as yet. In all BJP ruled States like Madhya Pradesh, Himachal Pradesh, Rajasthan etc. all the bus permits were issued to the BJP workers. It is Congress alone that does not give permits to its workers along but treats everybody alike. I would

[Sh. Krishan Dutt Sultanpuri]

like to thank BJP for at least having removed the poverty of its workers no matter the common people were not benefited at all. It is seen that bus or truck permits are granted to selected people... (*Interruptions*) Himachal Pradesh earns huge profits from transport service and maximum accidents take place there due to rainfall or snowfall or due to landslides. We wish that the hon. Minister conduct inspection of roads and ask the hon. Finance Minister to make provision for more funds so as to improve the transport service and the roads. The condition of roads is worse in hilly areas and these roads were constructed during British era. Therefore, they need to be repaired. I would also like to say that a survey was also conducted for constructing a tunnel on the Kullu-Lahaulspiti national highway which covers Rohtang. This tunnel should be constructed forthwith because it is a strategic road from military point of view. So, more attention should be paid to this road. I may also, say that bus and truck permits should be given to the scheduled caste and scheduled tribe people because no attention is paid to them.

I mean to say that they should have a proper share in issuing permits.

18.08 ½ hrs.

BUSINESS ADVISORY COMMITTEE

Forty-fifth Report

[*English*]

THE MINISTER OF STATE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (DEPARTMENT OF YOUTH AFFAIRS AND SPORTS) AND MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS (SHRI MUKUL WASNIK): I beg to present the Forty-fifth Report of the Business Advisory Committee

MR. CHAIRMAN: The House stands adjourned to meet at 11 a.m. tomorrow, the 23rd August, 1994.

18.09 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, August 23, 1994/Bhadra 1, 1916 (Saka)