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C O N T E N T S

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LOK SABHA DEBATES

LOK SABHA

Tuesday, August 20, 1991/Sravana 29,
1913 (Saka)

The Lok Sabha met at Eleven of
the Clock

[MR. SPEAKER in the Chair]
OBITUARY REFERENCE

[English]

MR. SPEAKER: Hon. Members, I have to inform the House of the sad demise of one of our former colleagues Shri Digvijay Narain Singh.

Shri Digvijay Narain Singh had a long parliamentary career having served this House from First to Sixth Lok Sabha during 1952—79. He represented five different constituencies of the State of Bihar.

An agriculturist and a political worker, Shri Singh was an able and active parliamentarian. He took keen interest in the proceedings of the House particularly relating to foreign affairs and defence.

A widely travelled person, Shri Digvijay Narain Singh was a Member of the Parliamentary Delegations to the USSR and Yugoslavia in 1955 and also a Member of the Indian Delegation to the United Nations Organisation in 1956.

Shri Digvijay Narain Singh passed away at Patna on 2nd August, 1991 at the age of 67 years.

We deeply mourn the loss of this friend and I am sure the House will join me in conveying our condolences to the bereaved family.

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

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

ORAL ANSWERS TO QUESTIONS

[English]

Increase in Air Fares

+

*487. SHRI CHETAN P.S.
CHAUHAN:
SHRIMATI SUMITRA
MAHAJAN

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether any proposal to increase the air fares has been worked out by the Air India and the Indian Airlines;

(b) if so, the details thereof and since when the revised fares will be applicable; and

(c) the likely impact of the increase on the tourism industry?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI M.O.H. FAROOK): (a) to (c) Air India and Indian Airlines have worked out various options for meeting the impact of the increase in the price of Aviation Turbine Fuel and exchange rate adjustments, one of which is the revision of fares. No decision has so far been taken in this matter.

SHRI CHETAN P.S. CHAUHAN: Mr. Speaker, Sir, I would like to bring to the notice of the hon. Minister that the Gulf surcharge is still being charged and only 12 out of the 18 A-320s aircraft are in operation as per the Indian Airlines' spokesman's report of 9th August. This loss is being incurred on account of the inefficiency of the Indian Airlines and also to tax the air passengers. It is not fair. Is the Ministry of Civil Aviation approaching the Government to restore the discount of 30 per cent on air fuel which is reduced to 15 per cent now?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): No, Sir. (Interruptions)

SHRI SAIFUDDIN CHOUDHURY: He is bold out, Sir.

SHRI CHETAN P.S. CHAUHAN: Is there any proposal to increase the night flights of the Indian Airlines which are at a reduced fares?

SHRI MADHAVRAO SCINDIA: No, Sir. There is no such proposal at present. But these various permutations and combinations are thought of from time to time. But, at present, there is no such proposal under consideration.

SHRI CHETAN P.S. CHAUHAN: This flight which is running from Bombay to Delhi and from Delhi to Bombay is quite successful. And there is a demand to increase this flight. *(Interruptions)*

MR. SPEAKER: You have put two supplementaries.

SHRI RAM NAIK: As a special case, you just allow one more question. Just like an extra ball, let there be an extra question.

MR. SPEAKER: All right.

(Interruptions)

SHRI MURLI DEORA: That was a No Ball. *(Interruptions)*

SHRI CHETAN P.S. CHAUHAN: Now that I have got the chance and the Minister is also agreeing to reply to it, let me put it. Is there any proposal to give special discount to the foreign tourists and to the Non-Resident Indians to secure much needed foreign exchange?

SHRI M.O.H. FAROOK: There is no such proposal. *(Interruptions)*

[Translation]

SHRI RAM NAIK: Had you gone there to play cricket as a result of which all this happened?

SHRIMATI SUMITRA MAHAJAN: At least I did not quarrel with him.

SHRI ANNA JOSHI: Was it on account of air crash?

SHRIMATI SUMITRA MAHAJAN: Neither it happened on account of air crash nor was there any quarrel with Scindiaji.

[English]

SHRI NIRMAL KANTI CHATTERJEE: Were you there at Shri Scindia's place?

SHRIMATI SUMITRA MAHAJAN: No. *(Interruptions)*

MR. SPEAKER: You have to ask the question. You do not reply to the question.

[Translation]

(Interruptions)

SHRIMATI SUMITRA MAHAJAN: Mr. Speaker, Sir, through you, I would like to point out that just now the hon. Minister said that a proposal to increase air fares is under consideration. That means the Government is considering air fare hike. At the same time may I know from the hon. Minister whether there is also a proposal to increase passenger amenities and make improvements in the airports. There are many such airports which are not equipped with I.L.S facilities for the landing of aircraft and the accident that took place recently is a burning example of this lapse. I.L.S. facility is not available in Indore airport too. The said airport does not have the conveyor belt facilities even. Is there any proposal to improve the quality of food being served to the passengers in aeroplane? Is the hon. Minister proposing to give additional facilities while he has a proposal to escalate the airfare?

[English]

SHRI MADHAVRAO SCINDIA: The question is not really about the conveyor belt. These are not really about the facilities at the airport.

I just like to make one clarification in reply to hon. Member Shri Chetan Chauhan. There are certain discounted air fares which are already available like the 'Discover India Fare'. There is another scheme also where foreign tourists who pay in dollars do get certain discount. But that is already existing. There is no new proposal.

MR. SPEAKER: The Minister feels that this does not arise out of the main question. So, he needs a notice.

SHRI ANNA JOSHI: What will be the additional burden due to increase in price of aviation turbine fuel and the exchange rate adjustment? And the second part of the question is, is it fact that you have not increased the rates only because a

judicial case is going on against you in the Ahmedabad Court from the side of Ahmedabad Consumer's Society?

SHRI M.O.H. FAROOK: The impact of ATF price increase is Rs. 100 crores. It is true that there is a case in Ahmedabad Court.

MR. SPEAKER: But you have not increased the fare only because of that.

SHRI MADHAVRAO SCINDIA: No, Sir.

MR. SPEAKER: I think, you have answered the question.

SHRI MADHAVRAO SCINDIA: First of all the increase in the price of aviation turbine fuel has put an additional estimated burden of approximately Rs. 103 crores.

The depreciated rupee would put an additional burden of about Rs. 85 crores approximately. These are all estimates and some more extra charges on navigation, night landing facilities are going to cost us about Rs. 15 crores. As far as additional burden is concerned it will be over Rs. 200 crores. As far as the case in the Ahmedabad High Court is concerned, there is a case, but whenever fare increases have taken place in the recent past and if fare increases takes place in future, permission of High Court is solicited.

SHRI ANNA JOSHI: Is it delayed because of the case in the High Court?

MR. SPEAKER: He has correctly answered that question.

SHRI MANORANJAN BHAKTA: I would like to know from the hon. Minister, whether it is a fact that in the North-Eastern regions and in Tripura, there is a subsidy amounting to 17½ per cent on the passenger fare and, if so, what is the criteria? I would like to know whether the Government is going to consider to make applicable the same type of subsidy to the passengers, who are travelling from Calcutta and Madras to Port Blair, Andaman and Nicobar Islands.

SHRI MADHAVRAO SCINDIA: There are certain subsidised fares to those parts of the country, mainly on the criteria that they are completely cut off from all other communications. I suppose, Port Blair would probably come

under that and it is something which we would certainly consider.

[Translation]

PROF. RASA SINGH RAWAT: Sir, through you I would like to know from the hon. Minister whether along with the proposal to increase the air fares in Indian Airlines and Air India there is also a proposal to provide adequate security to passengers and contain incidents of aircrash. The Minister is requested kindly to throw light on it.

MR. SPEAKER: It is not related to this question.

[English]

DR. B.G. JAWALI: The total net revenue is worth Rs. 103 crores approximately. Now, there are two aspects in the collection of revenue—like the Ministers, Members of Parliament, top bureaucrats and businessmen who get reimbursement. What is the actual revenue collected from the people as such, excluding the so-called book adjustment?

SHRI MADHAVRAO SCINDIA: The total revenue, the Indian Airlines has collected in 1990-91 is about Rs. 1100 crores. Earlier, it was Rs. 1125 crores. In the current financial year it was estimated at Rs. 1435 crores.

-SHRI RAM NAIK: The Minister has said that at present, there is no proposal to increase the fare immediately. While in Railways, you have increased it, because of the cost of production, fuel increase—20 per cent, 25 per cent in case of suburban commuters, I am surprised to know, why there is so much delay in not increasing the fare, whereas everywhere else the common man is being hit, whilst the Airline's passengers are only being spared. Is there any special consideration for which it is not being increased?

SHRI MADHAVRAO SCINDIA: I have not said that there is no proposal to increase fares; I had said that this is one of the various options that is under examination. But, I am very glad to hear that if I do take this decision in future, we will have the full support of Shri Ram Naik and his senior colleagues.

Purchase of Boeings for Air India

*470. SHRI BHAGWAN SHANKAR RAWAT:

SHRI MAHESH KUMAR KANODIA:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether a decision had been taken to purchase four Boeings for the Air India;

(b) if so, the details thereof and whether the Boeings have since been acquired by the Air India;

(c) if not, the reasons therefor;

(d) whether the cost of these Boeings estimated two years earlier has since gone up and if so, the extent thereof; and

(e) the remedial measures proposed to be taken by the Government to ensure early implementation of the decision to avoid further cost escalation?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI M.O.H. FAROOK): (a) to (e) Government have approved the proposal of Air India for acquiring four Boeing 747-400 passenger aircraft at an estimated cost of Rs. 1962.03 crores. Owing to the exchange rate adjustment, the project cost in rupees has increased by Rs. 600 crores; however, the foreign exchange element of US \$667.09 million remains the same.

[Translation]

SHRI BHAGWAN SHANKAR RAWAT: Mr. Speaker, Sir, I would like to know from the hon. Minister the date on which the Government approved the proposal of Air India? What are the reasons of delay even after Government had approved the scheme. Who is to be held responsible for the loss caused to the country due to increase of 600 crore rupees in cost of the aircrafts.

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): Mr. Speaker, Sir, P.I.B. accorded its approval on 14th March and the same was to be submitted before the Cabinet. Since there was a caretaker Government in power at that time it was not permissible for them to take important decisions. On account of this the matter was delayed.

SHRI BHAGWAN SHANKAR RAWAT:

Mr. Speaker, Sir, was any decision taken by the Air India to purchase various other aircrafts or Boeings?

SHRI MADHAVRAO SCINDIA: Mr. Speaker, Sir, no such proposal is under Government's consideration at present. [English]

SHRI MURLI DEORA: The hon. Minister has said that the Government is acquiring these new 747 aircrafts. I would like to know from the hon. Minister what is the mode of insurance coverage they take when they buy such aircrafts. We had two major aircrashes—one near Bombay in 1978 January and another on the way from Canada. Have we recovered all the loss of money due to these accidents? What sort of insurance coverage we take? Is it entitled for all the risks like sabotage also?

MR. SPEAKER: Will it arise from this question?

SHRI MADHAVRAO SCINDIA: I require a separate notice Sir.

SHRI GEORGE FERNANDES: Mr. Speaker, Sir, I have two queries. The hon. Minister has already said the approval from P.I.B. was received in March. When was this proposal initiated by the Air India and when it was placed before the Government? Secondly, whether fitting the aircrafts with Rolls Royce engines was one of our conditions for which the delay was caused? Whether the manufacturer, an American Company, made a request to fit some other engines manufactured in the U.S.A. in place of Rolls Royce in the aircrafts?

SHRI MADHAVRAO SCINDIA: Mr. Speaker, Sir, the Air India Board approved this proposal on the 13th September 1989. So far as the engine is concerned the delay was not caused on account of this.

[English]

Subsidised food to villagers in ITDC hotels

*471. SHRI RAM KAPSE: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether any scheme has been introduced to provide subsidised food to villagers in India Tourism Development Corporation hotels;

(b) if so, the details thereof including

the names of the India Tourism Development Corporation hotels where the scheme has been implemented;

(c) the details of the concession offered and the conditions thereof;

(d) the experience gained so far in the working of the scheme; and

(e) whether there is any proposal to review this scheme and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI M.O.H. FAROOK) (a) to (e) A statement is laid on the Table of the Sabha.

STATEMENT

(a) Yes, Sir.

(b) and (c) A scheme was introduced by ITDC from 25.1.1991 offering 50% discount on meals to rural guests in one of the specified restaurants of each ITDC hotel on two days in a week i.e. on Thursday and Friday. The concession is admissible to rural people staying within a radius of 50 kms in the vicinity of the respective ITDC hotel / restaurant on establishing identity through an identity card / certificate, preferably with a photograph, issued by the Village Pradhan and certified by the Sarpanch of the area, or a certificate issued by the Block Development Officer of the respective area from where such guests visit. However, in the case of hotels located in the Union Territory of Delhi, the distance restriction of 50 kms is not applicable, and any bonafide rural guest from any where in India can avail of this facility. In the case of family, the number of dependents who can avail of this facility is limited to 6 members, including the Head of the family. A list of ITDC Hotels where this scheme has been introduced is at Annexure.

(d) 38 Rural people have availed of this facility under this scheme upto 15.7.1991.

(e) Yes, Sir.

Annexure

Statement indicating the names of the hotels operated by ITDC where the scheme of 50% concession on meals to rural people has been introduced w.e.f. 25.1.91.

S.No.	Name of the Unit
1.	Ashok Hotel, New Delhi.
2.	Hotel Samrat, New Delhi.
3.	Qutab Hotel, New Delhi.
4.	Ashok Radisson Hotel, Bangalore.
5.	Ashok Radisson Lalitha Palace Hotel, Mysore.
6.	Ashok Radisson Beach Resort, Kovalam.
7.	Hotel Airport Ashok, Calcutta.
8.	Hotel Agra Ashok, Agra.
9.	Hotel Kanishka, New Delhi.
10.	Hotel Janpath, New Delhi.
11.	Hotel Varanasi Ashok, Varanasi.
12.	Hotel Jaipur Ashok, Jaipur.
13.	Laxmi Vilas Palace Hotel, Udaipur.
14.	Hotel Ranjit, New Delhi.
15.	Lodhi Hotel, New Delhi.
16.	Hotel Jammu Ashok, Jammu.
17.	Hotel Khajuraho Ashok, Khajuraho.
18.	Hotel Pataliputra Ashok, Patna.
19.	Hotel Madurai Ashok, Madurai.
20.	Temple Bay Ashok Beach Resort, Mamallapuram,
21.	Hotel Bodhgaya Ashok, Bodhgaya.
22.	Hotel Aurangabad Ashok, Aurangabad.
23.	Hotel Kalinga Ashok, Bhubneswar.
24.	Hotel Hassan Ashok, Hassan.
25.	Ashok Yatri Niwas, New Delhi.

SHRI RAM KAPSE: In six months' time only 38 rural guests have availed of this facility in 25 ITDC hotels. I would like to know whether enough publicity was not made.

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): I think there was enough pub-

licity - not only the publicity which was done on behalf of ITDC but even extraneous to the efforts of the ITDC this particular matter had widespread publicity throughout the country. Certainly, there was no lack of effort on the part of the ITDC or on the part of other people concerned in the project.

SHRI RAM KAPSE: I had asked in Part (d) of my question about the experience gained so far in the working of the scheme. But the Minister is silent on the aspect. He has only given the figure as 38. What about the experience?

SHRI MADHAVRAO SCINDIA: That is the number 38 in the sum total of our experience.

SHRI RAM KAPSE: If the number is so low, why is it being reviewed?

MR. SPEAKER: This is your third Supplementary.

SHRI RAM KAPSE: I am asking one question after another. There was no Part A, Part B, etc. Though I am a teacher, there is no Part A, B and C, etc.

I want to know as to why it is being reviewed. Why are you going to stop it when only 38 people have availed of that? There is no loss in it.

SHRI MADHAVRAO SCINDIA: We keep everything under constant review. That is the nature of the hotels.

SHRI ATAL BIHARI VAJPAYEE: Mr. Speaker, Sir, very few people could take advantage of this scheme. 38 is a very low figure and in case of family, the number of members has been fixed at six. But Sir, one condition is that rural people will have to prove that they belong to the rural area. Will these people bring a certificate from the Block Development Officer or get his photograph attested to prove that he belongs to a rural area? Does not hon. Minister deny the fact that such conditions actually discourage people from availing of such benefits? If such restrictions are done away with, more villagers will take advantage of this scheme.

SHRI MADHAVRAO SCINDIA: Sir, hon. Shri Vajpayee has given some very useful suggestions. These can definitely be looked into.

SHRI MADAN LAL KHURANA: I would like to know the total expenditure incurred on this scheme including the expenditure incurred on furniture, advertisements and publicity. Further, what were the expenses incurred on the 38 persons who responded to this scheme?

SHRI MADHAVRAO SCINDIA: Sir, hotels have various departments and restaurants and they do not maintain separate accounts. Accounts are kept on a joint basis for all departments. If the hon. Member wants to know the detail I shall make a special endeavour to present the same.

[English]

SHRI ANANDGAJAPATI RAJU POOSAPATI: Mr. Speaker, Sir, this particular scheme regarding subsidised food for villagers in Five Star Hotels is perhaps a scheme to encourage villagers to come to the Hotels and see what is happening in the Five Star Hotels.

Now, I would like to know from the hon. Minister since rural scheme should be broad-based and should even go to the villages—whether the Central Government will consider giving subsidy to the State Governments to start such schemes in various States.

SHRI MADHAVRAO SCINDIA: There is no such proposal.

SHRI RAM NAIK: The prime motive force behind this Scheme was the Ex-Deputy Prime Minister. When the Government is now reconsidering it and reviewing it, will the hon. Minister take him into confidence so that it can be implemented in a proper way?

SHRI MADHAVRAO SCINDIA: The Ex-Deputy Prime Minister was probably the author of this Scheme. We also want to pay due regards to his feelings and sentiments. On fundamentals, we also believe that a lot of priority should be given to rural areas and those who come from the rural areas. That is why we are continuing this scheme. The hon. Member asked as to why we are not closing it down. It is because we have lot of respect for the rural areas. We would like to give the scheme a little more time to prove whether it is successful. That

would become a formidable task. But I can certainly make an assessment.

MR. SPEAKER: No assurance on the floor of the House on that matter.

[*Translation*]

SHRI BRISHIN PATEL: Sir, I would like to know from the Government whether it is true that any person who is wearing a dhoti-kurta would be treated as a villager and allowed to avail concession on meals. Attired in a dhoti-kurta, a person does not need a certificate from a Block Development Officer because his attire in itself is a symbol of his rural background. Will provisions be made to give concession on meals to persons attired in a dhoti-kurta?

SHRI MADHAVRAO SCINDIA: There is no such provision.

[*Translation*]

Burhanpur as a Tourist Centre

*472. SHRI MAHENDRA KUMAR SINGH THAKUR: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Burhanpur has been declared as a tourist centre; and

(b) if so, the amount allocated for development of this historical place?

[*English*]

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI M.O.H. FAROOK): (a) No Sir. There is no such policy of declaring any place as a tourist centre.

(b) Does not arise.

[*Translation*]

MR. SPEAKER: Please ask your supplementary.

SHRI MAHENDRA KUMAR SINGH THAKUR: I have nothing more to ask.

SMT. SUMITRA MAHAJAN: Sir, the hon. Minister has given the information regarding Burhanpur. There are many other places in Madhya Pradesh which can be developed as tourist centres. Are there any proposals to develop tourism in Madhya Pradesh?

[*English*]

SHRI M.O.H. FAROOK: Sir, if the State Government comes forward and says that such-and-such a place has to be developed we have to try to develop it. I have got a lot of schemes as far as Madhya Pradesh is concerned. But I cannot specify about which the Hon. Member is asking.

SHRI ARVIND NETAM: Sir, the Hon.

Minister has said 'no'. But may I know from the Hon. Minister what are the criteria for declaring a tourist centre?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): I think, the Hon. Members has not understood the answer. We have said, no, there is no such policy of declaring any place as a tourist centre. There is no such policy.

We have things like tourist circles. We also give financial help on the request of the State Government when they put forward certain projects. But there is no such thing as tourist centre.

SHRI ARVIND NETAM: I want to know the criteria.

SHRI MADHAVRAO SCINDIA: There is no such policy. There is no such tourist centre.

[*Translation*]

DR. LAXMI NARAYAN PANDEYA: Sir, there are many places of tourist interest in Madhya Pradesh. Is there any proposal to provide financial assistance for the development of such places and what is the criterion for providing financial assistance?

MR. SPEAKER: Regarding this the hon. Minister has replied in the affirmative.

DR. LAXMI NARAYAN PANDEYA: Which are these places in Madhya Pradesh?

MR. SPEAKER: The hon. Minister has said that there are several such places.

SHRI MADHAVRAO SCINDIA: I shall give this information in response to the hon. Member's question although a reply to this question should not be necessary as we are talking about Burhanpur. Still, I would like to inform the hon. Member that the Government has given a lot of financial assistance to Madhya Pradesh. In the Seventh Plan Rs. 2.30 crores were given over a period of five years and this year there is a proposal to give Rs. 2.34 crores.

SHRI KARIYA MUNDA: Sir, may I know from the hon. Minister whether the Chhotanagpur region in Bihar.

MR. SPEAKER: No, this question does not pertain to Bihar.

SHRI RAM NAGINA MISHRA: Sir, Khushinagar, near Deoria, is the biggest centre of Buddhism in the world. This place gets visitors from Sri Lanka, China and Burma. But this place is not developed and even basic amenities are not available for visitors.

MR. SPEAKER: This question is related to Madhya Pradesh. If you have a question regarding Bihar the hon. Minister will ask for notice.

SHRI RAM NAGINA MISHRA: If the hon. Minister asks for a notice it is all right.

MR. SPEAKER: The hon. Minister has said that.

SHRI ATAL BIHARI VAJPAYEE: Sir, Vidisha and Sanchi attract foreign tourists. I had an opportunity to tour Vidisha for a few days. I felt that facilities presently available for foreign tourists are not adequate. Will the hon. Minister improve the facilities in Vidisha in order to attract foreign tourists?

SHRI MADHAVRAO SCINDIA: Sir, the question pertains to Burhanpur. A number of projects have been taken up in Vidisha and Sanchi in consultation with Madhya Pradesh Government. Vidisha, which is a recognised tribal circuit, includes Bhopal, Sanchi and Udaygiri circuit. We will certainly look into the possibility of developing the area from the point of view of tourism.

[English]

Allotment of LPG agencies to Village Panchayats

*473. **SHRI M.R. KADAMBUR JANARTHANAN:** Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government propose to allot LPG agencies to Village Panchayats;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI S. KRISHNA KUMAR): (a) to (c) LPG agencies are being set up in

places having a population of 20,000 and above, keeping in view the product availability, viability considerations etc.

SHRI M.R. JANARTHANAN: Mr. Speaker Sir, the answer is not only unsatisfactory but also vague and incomplete. My point in asking the question is whether or not the Government will set up LPG agencies in each Village Panchayat Union Headquarters in order to reduce the gap in the living standard of the urbanites and the rural people, keeping in view that there is deforestation when the villages use wood as fuel even today. And curtailing deforestation is a policy matter of this Government. My original question is only this point. But it is put as only Village Panchayats. I want to know whether the Government will set up LPG gas agencies in each Village Panchayat Union Headquarters or not. By doing so, the population criteria will also be satisfied which is more than a lakh and also time and money will be saved and the hygienic system will also be followed in the villages.

SHRI S. KRISHNA KUMAR: Sir, it has been the Government's constant effort to increase the availability of LPG to our rural areas. But at the same time, it may not be possible to consider LPG marketing to all the Village Panchayats on account of the limited product availability and large number of existing unviable distributorships. Almost 40 per cent of the distributorships which are operating all over the country are considered to be unviable. Due to these reasons, it will not be possible to give an assurance that each Village Panchayat will be given the distributorship.

SHRI M.R. JANARTHANAN: Sir, the hon. Minister is talking about the availability of gas and several times, it is said in Parliament that gas is being flared up everyday in Bombay High. Even in the Cauvery Basin, tapping of gas is at a very slow pace. Therefore, availability of gas, which the Government is answering, is not relevant to the question. So much gas is being wasted.

MR. SPEAKER: You ask the question.

SHRI M.R. JANARTHANAN: Sir, the

Minister has told about the availability of gas. And I am explaining that part of it.

MR. SPEAKER: You do not have to make a speech for that. You have to put only the question.

SHRI M.R. JANARTHANAN: Sir, the village ladies are still weeping due to smoke caused due to fire.

MR. SPEAKER: Is that the question? Would you like to ask the Minister whether he will be wiping out their tears or not?

(Interruptions)

SHRI M.R. JANARTHANAN: This question is regarding the rural people...

MR. SPEAKER: If you ask a pointed question, you will get a pointed reply.

SHRI M.R. JANARTHANAN: But the answer given is negative. The answer says that it is not possible. I request that at least in the 8th Plan period, more and more village panchayat headquarters should be given gas agencies, so that the gap in the living standards of the rural people and the urbanites will be reduced. Rural welfare is the main policy of this Government. When this Government says that it is not possible, it is against the wishes of the rural people. That is why I am asking a pertinent question. Without answering negatively, will the Government come forward and say that they will consider it at least during the 8th Five Year Plan?

SHRI S. KRISHNA KUMAR: We have not answered negatively. We have said that we are continuously making efforts to spread the availability of LPG to rural areas. The hon. member is mixing up the gas which is being produced and a part of the gas which is being flared in our oil fields such as Bombay High with the LPG, which is a constituent and which has to be separately produced. We have a plan for producing more LPG in the country. We have an immediate plan and I have got the figures here. The schemes are being projected over the 8th Five Year Plan and it is our effort to see that the backlog of nearly 70 lakh applications which are already pending for LPG is expeditiously cleared. The question about LPG is different from gas flaring.

As regards gas flaring, we have a different project for that and World Bank project has already been sanctioned. For production of LPG, we have a different programme and I have the details of the programme here.....

MR. SPEAKER: If the question is lengthy, the reply need not be lengthy too.

SHRI S. KRISHNA KUMAR: Sir, my answer is that depending on the market demand, it will be our effort to see that LPG is made available at the earliest to the largest number of village panchayats.

SHRI PRAFUL PATEL: Time and again, Government has been complaining about the shortage of gas cylinders. Because of the shortage, there is delay in the distribution system. In Bombay High, earlier there was a proposal to supply gas through the existing pipeline of the Bombay Gas Company.

MR. SPEAKER: I think it is something different. This is about the LPG.

SHRI PRAFUL PATEL: If gas is supplied through pipelines, in some areas, there will be that many more cylinders available for distribution in rural areas. Time and again, there is a proposal but the Government has not done anything.

MR. SPEAKER: Only the word 'gas' is common in this. There is nothing else common.

SHRI SHOBHANADREESWARA RAO VADDE: The hon. Minister has said that the Government is taking steps to sanction LPG agencies to those places having a population of 20,000. Is it not a fact that there are several places in Andhra Pradesh with more than 20,000 population and which do not yet have the LPG agencies, whereby the consumers are suffering a lot? I would like to know from the hon. Minister as to what steps the Government is going to take in the near future to sanction LPG agencies to such places which come within the scope of your normal yardstick.

SHRI S. KRISHNA KUMAR: The hon. Member's presumption is correct. There will be a large number of areas in the country with more than 20,000 population, where there are no agencies. I have answered about the constraints of the

Government. As far as Andhra Pradesh is concerned, there are about 14 lakh consumers already and the waiting list is 3.2 lakhs. I have got the consumer list and the waiting list figures for all the States. The satisfaction of the LPG applicants is met progressively depending upon the supply-demand position and the projected work marketing plan of the oil companies.

[Translation]

SHRI CHHEDI PASWAN : The hon. Minister has stated that due to non-availability of LPG, agencies cannot be allotted to Panchayats. Agencies are set up in areas having population of 20,000 and above. No block in the country has a population of less than 20,000. So in view of this, does the Government propose to set up LPG agencies at block level?

[English]

SHRI S. KRISHNA KUMAR : Sir, I have already answered that question. There are many areas in the country where there is no gas agency though the population of that area is 20,000. Because of the limited availability of the LPG and constraints in increasing the availability over a time period, we have a marketing plan in each State. The number of LPG dealership is being progressively increased by each of the oil companies. When they make a marketing plan, the hon. Member's concern is being taken into account by the individual oil companies.

[Translation]

SHRI RATILAL VARMA : Mr. Speaker, Sir, hon. Minister has stated that due to non-availability of LPG, agencies cannot be allotted to Panchayats. But orders were issued to release LPG connections in villages four months back. In each village not more than two LPG consumers are there. So gas agencies are not willing to deliver gas cylinders in villages. Is the Government willing to allow gas consumers to collect cylinders on their own?

[English]

M.A. SPEAKER : I don't think this supplementary arises from the main ques-

tion. If you want to reply, I have no objection. He is asking whether you are going to give special concession for the people coming from village.

SHRI S. KRISHNA KUMAR : There is no such proposal.

SHRI NIRMAL KANTI CHATTERJEE : Sir, to another question regarding gas connection on M.P.s' recommendation, the Minister replied that all the recommendations have been replied to. In fact, it has not happened. Many people have not yet received the gas connections recommended by M.P.s.

MR. SPEAKER : He needs some more information from the Ministry.

SHRI NIRMAL KANTI CHATTERJEE : I would like to know can it be that many of the recommendations by M.P.s could not be met because of the non-availability of any agency if different panchayats. Part (b) of the question is that if there is no agency within a population of 20,000 people, can an agency be advised to cover such a distance with the help of some small increase in the fares so that the supply is made to those people also. I would like to say that if there are recommendations from Members of Parliament, those recommendations shall be fulfilled in any case and no recommendation of a M.P. would be left unattended to, provided it is within the quota.

SHRI S. KRISHNA KUMAR : Sir, all the recommendations regarding LPG by M.P.s are being taken care of by the Ministry. We have a computerised list of the number of recommendations given by each M.P. and the number which has already been allotted and what remains in the quota of each M.P...*(Interruptions)* I have not finished.

SHRI NIRMAL KANTI CHATTERJEE : We have received so many letters that our recommendations have not been fulfilled.

SHRI S. KRISHNA KUMAR : Please be patient. I have not finished. I was saying that the Ministry has computerised information of the number of applications recommended by each M.P. and the number of applications which have

already been satisfied and the balance in each M.P.s quota. That information can be made available to each M.P. so that he comes to know what is the un-allotted quota. This I think will satisfy the Members.

SHRI NIRMAL KANTI CHATTERJEE : This is not true. We have to move a Privilege Motion against the Minister.

Whether they are computerised or not, whether they know about it or not, I do not know. (*Interruptions*) But they have been sanctioned, and not received by the persons concerned. (*Interruptions*)

SHRI MANORANJAN BHAKTA : There are some isolated territories in the country. The country is celebrating the birth anniversary of Shri Rajiv Gandhi who was very much concerned about the poor people and the people who are living in the remote and isolated territories of this country. On this occasion, will the Government consider providing gas connections to the people who are living in the hilly and remote areas where special type of problems are prevailing in providing gas connections?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND) : I also share the concern of the hon. Member for the people who are living in the remote and hilly areas of the country. It is a good suggestion; it is a worthy suggestion. The Government will consider this suggestion.

[*Translation*]

SHRI MADAN LAL KHURANA: Sir, as several hon. M.P.s. have said that they have received a number of letters about non-release of LPG and telephone connections and as I have also received some letters in this regard, will the Government look into all such cases? Last time the hon. Minister sanctioned connections. A list showing such connections was received. But the allottees have not obtained actual connections. How has it happened? I firmly believe that connections were released by the Department, but the hon. MPs have not yet received letters in this connection. Till now I used to think that this has happened in my case only, but it has happened in other cases too. Therefore the whole episode

needs to be investigated and the outcome known to us.

[*English*]

This is a very serious matter.

[*Translation*]

MR. SPEAKER: Will it be investigated?

[*English*]

SHRI S. KRISHNA KUMAR: Wherever the Government have sanctioned the applications recommended by the Members of Parliament and where the actual connections have not been obtained by the consumers, in such cases, immediate rectificatory action will be taken by the Ministry.

[*Translation*]

SHRI MADAN LAL KHURANA: My question is, all this has taken place in wholesale and what will be their fate now?

[*English*]

SHRI NIRMAL KANTI CHATTERJEE: Should we lay that list on the Table of the House? Let the Minister reply. (*Interruptions*)

MR. SPEAKER: It should not be like this. The Minister said that we will give you the information. (*Interruptions*)

MR. SPEAKER: After the Minister replies, he is replying. (*Interruptions*)

SHRI B. SHANKARANAND: I share the concern of the hon. Members regarding this because they have been complaining to me both inside the House and also outside the House that such a thing is happening. (*Interruptions*) You first listen to me. I am agreeing to your suggestion; I am not disagreeing to what you are saying. If there has been any lapse on the part of the Company in giving the right information to the consumers whom the MPs have recommended and they have not received any reply, it is a matter to be looked into; and I promise to the House that I will look into the matter and take corrective measures. (*Interruptions*)

SHRI HARI KISHORE SINGH: Ever since this LPG is being supplied, only the urban people are benefiting from it. Will the Minister consider allotting one-third of the available LPG for the rural people?

SHRI B. SANKARANAND: May I draw

the attention of the House to a very serious fact, that the population of this country is increasing by leaps and bounds? I do not think that we have been able to produce LPG to match the demand of such an increasing population. Besides this, there has been a shift in population right from the rural areas to the urban areas and the population pattern in this country is changing very fast. So, to plan for such a changing population it is very difficult with the available material for LPG. But it is our responsibility to make it available.

SHRI NIRMAL KANTI CHATTERJEE: This shift in the population from rural to urban areas is not much.

SHRI B. SANKARANAND: If at all the Hon. Member can also help in influencing the views and shaping the opinion of the society, that we must also control the population, then the LPG distribution will take care of itself.

Railway Electrification in Maharashtra

*474. SHRI ANNA JOSHI: Will the Minister of RAILWAYS be pleased to state:

(a) the proposals for railway electrification in Maharashtra pending for clearance; and

(b) the details of the railway electrification works under progress in that State?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Nil.

(b) As a part of electrification of Delhi-Bombay trunk route via Central Railway and Howrah-Bombay trunk route via Nagpur, work is in progress in sections Waghoda-Bhusawal and Bhandara Road-Nagpur which fall in Maharashtra State. Electrification of Diva-Panvel Section is also in progress.

SHRI ANNA JOSHI: First of all, what are the proposals cleared for electrification other than Waghoda-Bhusawal, Diva-Panvel and Howrah-Bombay Sections?

Secondly, what is the cost per kilometre of electrification and thirdly, when will this be completed?

SHRI MALLIKARJUN: We have already informed that there is no proposal,

which has been sent to the Planning Commission for clearance.

SHRI ANNA JOSHI: I am asking about the proposals which have been cleared, along with these three.

SHRI MALLIKARJUN: As far as Maharashtra is concerned there is no other proposal which has been cleared.

SHRI ANNA JOSHI: I agree. Which are the ones which have been cleared?

SHRI MALLIKARJUN: That is what I am saying. There is no proposal pending for clearance. These three proposals which I have mentioned—where electrification is in progress—will be completed by March 1992. These projects which are in progress involve 132 route kilometres.

So far as the cost is concerned, it costs Rs. 40 lakhs per one route kilometre for electrification.

SHRI ANNA JOSHI: What are the proposals for the next five years in Maharashtra for electrification of the Railways? And secondly, is the Konkan Railway route going to be electrified from the beginning?

SHRI MALLIKARJUN: So far as the Konkan Railway is concerned, there is no proposal at this moment to think about electrification of that line.

Now we are only concentrating to see that the trunk routes are completed so that it will facilitate the commuters.

About the proposals for electrification of lines in Maharashtra, we have asked for the survey of the line from Jalgaon to Udhna and after the survey is completed we will consider this line.

SHRI RAM KAPSE: Sir, the Minister has given an assurance that by March 1992, Diva-Panvel track will be electrified. I would like to know from the Minister whether side by side there is any proposal for starting a suburban railway on Diva-Panvel railway after its electrification is completed.

SHRI MALLIKARJUN: Sir, this is only for the completion of Diva-Panvel track, which is 24 kms.

So far as suburban railway is concerned, at the moment I cannot furnish any information about it.

[Translation]

Report of Commissioner of Railway Safety

*478. DR. LAXMINARAYAN PANDEYA:
SHRI ATAL BIHARI VAJPAYEE:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the reports of the Commissioner of Railway safety on railway accidents are made public;

(b) if not, the reasons therefor;

(c) the number of railway accidents enquired into by the Commissioner of Railway Safety during the last three years, year-wise;

(d) whether the enquiry reports on these accidents would be laid on the Table; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI M.O.H. FAROOK): (a) Yes, Sir.

(b) Does not arise.

(c) Year	Number of railway accidents inquired into by CRS
1988-89	11 nos.
1989-90	4 nos.
1990-91	8 nos.

(d) and (e) No, Sir. Copies of the printed report are, however, sent to the library of the Parliament.

DR. LAXMI NARAYAN PANDEYA: Mr. Speaker, Sir, I would like to know the total number of accidents took place in 1988-89, 1989-90 and 1990-91; and how many of these accidents investigated. Which errors have been found occurring repeatedly that have been mentioned in the reports received after inquiry. Will the hon. Minister tell something in this regard?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA) : Sir, Commissioner of Railway Safety does not maintain a record of number of such accidents. On being

asked to conduct an inquiry into the accident, the Commissioner of Railway Safety begins the inquiry proceedings. Every accident is not investigated by the Commissioner and I do not have figures of such accidents with me.

DR. LAXMI NARAYAN PANDEYA: Mr. Speaker, Sir, I wanted to know the findings of inquiry reports received so far and on the basis of these reports, what remedial steps can be taken, to prevent recurrence of train accidents.

SHRI MADHAVRAO SCINDIA: The Commissioner of Railway Safety often sends his suggestions on the basis of his inquiry report. After that it depends upon the Ministry of Railways to act on these suggestions.

DR. LAXMI NARAYAN PANDEYA: I would like to know the steps taken by the Government on the basis of inquiry reports submitted by the Commissioner of Railway Safety. Has the Government acted accordingly after considering the reports or does it propose to act?

SHRI MADHAVRAO SCINDIA: Action on inquiry report is taken by the Ministry of Railways and not by the Commissioner of Railway Safety.

SHRI ATAL BIHARI VAJPAYEE: This question mainly pertains to train accidents, but the reply is being given by the Minister of Civil Aviation because the Commissioner of Railway Safety comes under the jurisdiction of his Ministry. My question is to the former Minister of Railways (*Interruptions*)

Only recently he was the Minister of Railways. Sir, what were his experiences as Minister of Railways because it appears some what strange that inquiry into train accidents is conducted outside the Ministry of Railways. Should the job of inquiry into train accidents be not vested with the Ministry of Railways. Has the present division of responsibilities in any way contributed to reducing train accidents and can the Ministry of Railways not make arrangements for impartial inquiry. I would like that the hon. Minister of Civil Aviation may reply keeping in view his past experiences.

SHRI MADHAVRAO SCINDIA: I think

the arrangements can certainly be made in the Ministry of Railways but then impartiality of inquiry should amply be demonstrated to the whole country. The Commissioner of Railway Safety has been kept outside the purview of the Ministry of Railways, just to heighten the credibility of inquiry.

[English]

SHRI SOBHANADREESWARA RAO VADDE: Has it come to the notice of his Ministry that sometimes it is so happening that the railway driver is made to work for nearly 24 hours and sometimes even more from signing off to signing on and that because of the fatigue, sometimes it leads to some accident? In view of these facts, will his Ministry issue suitable instructions so that the railway drivers are not subjected to such fatigues and strictly adhere to eight-hour work schedule?

SHRI MADHAVRAO SCINDIA: The findings are presented from time to time. The Railway Ministry should take note of these findings. That is what we expect. But as far as 24-hour working is concerned, I think, it is for the Railway Minister to answer that.

[Translation]

SHRI DAU DAYAL JOSHI: Mr. Speaker, Sir, through you, I would like to know from the hon. Minister, whether it is correct that the Commissioner of Railway Safety suggested to the Department for the renewal of the railway track from Nagda to Ratlam on Western Railway because of its dilapidated state and if so, then what action has been taken thereon?

MR. SPEAKER: No, Mr. Joshi, it is a separate question.

SHRI DAU DAYAL JOSHI: Mr. Speaker, Sir, report of the Commissioner of Railway Safety mentions...

MR. SPEAKER: No, Mr. Joshi. There is one other organisation for railway safety and when accident takes place, that organisation conducts an inquiry into the causes of accident. That is why your question is not concerned with it.

SHRI DAU DAYAL JOSHI: Mr. Speaker, Sir, due to overageing of railway

track, train accidents occur every now and then. I would like to know what remedial steps are being taken by Government to improve this section of Western Railway.

[English]

SHRI M.O.H. FAROOK: I do not think we have any answer for that.

WRITTEN ANSWERS TO QUESTIONS

[Translation]

Nainpur divisional office

*468. **SHRI MOHAN LAL JHIKRAM:** Will the Minister of RAILWAYS be pleased to state:

(a) whether full staff has been provided in the office of Assistant Divisional Railway Manager at Nainpur, if so, the details thereof and if not, the reasons therefor;

(b) whether the recent rail accident near Shikara was on account of inadequate staff in Nainpur; and

(c) the time by which adequate staff is likely to be given to that office?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir. Three ministerial staff and one Group 'D' staff has been provided for the office of Additional Divisional Railway Manager at Nainpur.

(b) No, Sir.

(c) Does not arise.

[English]

Appraisal of functioning of department of non-conventional energy sources

*469. **SHRI BALRAJ PASSI:**
SHRI PRABHU DAYAL
KATHERIA:

Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether attention of the Government has been drawn to the news item captioned "CAG raps DNES on expenditure" appearing in the Hindustan Times dated July 22, 1991;

(b) if so, the facts thereof;

(c) the number of officials found guilty in this regard; and

(d) the steps taken or proposed to be

taken to check such wastage of resources?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALPNATH RAI): (a) Yes, Sir.

(b) (i) A Refuse Incineration cum-Power Generation Plant, with research and development ramifications, was set up in Delhi in 1987 with Danish assistance. The project was installed on a turn-key basis by a Danish company who were responsible for the design, supply of plant and equipment, and providing the requisite technology. The company used its own experience and expertise in assessing the calorific value of Delhi's garbage and designing the plant. The turn-key contractor failed to demonstrate successful operation of the plant. In July, 1990, the Government decided to wind up the project, and compensation for the full project cost has been claimed from the Danish company. Arbitration proceedings have been initiated in the case.

(ii) A research and development (R&D) project for the development of coal based Magneto Hydro Dynamic (MHD) technology, including the setting up of a 5 MW thermal in-put experimental plant, was started in 1977 with Soviet scientific cooperation. The pilot plant was commissioned in 1985 using blue water gas produced from coal in the plant. The objective was to generate plasma by burning the gas at temperatures exceeding 2800°C and to produce electricity by passing the plasma through a magnetic field. It was after the commissioning of the plant using coal as the basic fuel that long duration trial runs were conducted by using a higher calorific value LPG for testing the pilot plant systems. The project has successfully demonstrated, at the experimental level, the technological feasibility of generating electricity using MHD technology. Commercial generation of electricity based on MHD technology was not the immediate objective of the R&D project.

(iii) An amount of about Rs. 24 lakhs was sanctioned to Andhra Pradesh in 1987 for installation of 150 wind pumping units. The State authorities procured only

77 units, out of which 29 were reportedly working. In view of this unsatisfactory implementation, the project was foreclosed in 1990, and out of Rs. 18 lakhs released to the State, a refund of about Rs. 6.00 lakhs has been obtained. The State has been asked to rectify the non-functional units and to make them operational. The wind pump demonstration programme is being implemented satisfactorily in various parts of the country.

(iv) A project using rice husk to run a 1.5 MW pilot plant was approved by the Punjab Government in the State sector in May, 1986, at a cost of Rs. 2.9 crores. In March, 1987 DNES agreed to extend a grant-in-aid of Rs. 1.45 crores and a total amount of Rs. 1.1 crore was released till March, 1988. However, the State authorities revised the financial pattern and scope of the project which is now estimated to cost about Rs. 10 crores. The revised project was not found acceptable by DNES and the Punjab Government was asked to refund the grant assistance. An amount of Rs. 1 crore has already been refunded by the State.

(c) and (d) No malafide action on the part of any individual has been reported. In order to ensure effective utilisation of resources, a more rigorous appraisal and monitoring of projects is being undertaken by high-level scientific committees and independent experts and organisations.

Macherla-Raichur and Vikarabad-Krishna Railway line

*475. DR. RAVI MALLU: Will the Minister of RAILWAYS be pleased to state:

(a) whether the survey for construction of a railway line from Macherla (A.P.) to Raichur (Karnataka) and from Vikarabad (A.P.) to Krishna has been completed;

(b) if so, the details thereof and the action proposed to be taken in this regard; and

(c) if not, when the survey is likely to be taken up?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF) : (a) Yes, Sir.

(b) Preliminary Engineering cum traffic surveys for new BG line between Raichur and Macherla and Vikarabad and Krishna

were carried out by S.C. Railway in 1988. The cost of Vikarabad-Krishna (148 km) was then assessed at Rs. 86.31 cr. with a negative rate of return. Similarly the cost of Raichur-Macherla (293 km) new BG line was then assessed at Rs. 191.10 cr. with a rate of return of 1.5%. A survey for extending the proposed line from Raichur to Gadag has been ordered. Further action will be decided after survey is completed.

(c) Does not arise.

Recruitment of Safai Karamcharis

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

(a) whether due to shortage of the safai karamcharis sanitation on railway stations and railway compartments has deteriorated considerably;

(b) whether there has been a ban on recruitment of safai karamcharis since July, 1981; and

(c) whether the Government propose to bring about improvement in the sanitation system by making fresh recruitment?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) No, Sir.

(b) No, Sir.

(c) Does not arise.

Oil refinery in Orissa

*477. DR. KARTIKESWAR PATRA:
SHRI ANADI CHARAN DAS:

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

(a) the actual demand and supply of petrol and diesel in Orissa as on March 31, 1991 and July 31, 1991 and the details of the steps taken / proposed to be taken to bridge the gap between demand and supply;

(b) whether any oil company has submitted in the past a project report to the Government for setting up of an oil refinery in the State; and

(c) if so, the action taken or proposed to be taken thereon?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) 53957 MT petrol and 425758 MT diesel was supplied during 1990-91. 20116 MT petrol and 151071

MT diesel was supplied during April-July, 1991. The entire demand at retail outlets is being fully met.

(b) and (c) Yes, Sir. The proposal is under the consideration of Government.

[Translation]

Restoration of train services running from Samastipur

*479. SHRI BHOGENDRA JHA: Will the Minister of RAILWAYS be pleased to refer to the reply given on July 16, 1991 to the Unstarred Question No. 208 regarding restoration of train services running from Samastipur and state the date from which these five pairs of trains had been running and the time by which these trains are likely to be restored?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): The dates of introduction of the five pairs of trains are given below:

1. 331 / 332 Samastipur-Nirmali Passenger initially introduced between Darbhanga-Nirmali w.e.f. 1.4.1958 and extended upto Samastipur w.e.f. 1.10.1958.
2. 459 / 460 Samastipur-Darbhanga Passenger introduced w.e.f. 1.5.1985.
3. 425 / 426 Darbhanga-Narkatiaganj Passenger initially introduced between Darbhanga-Raxaul w.e.f. 1.10.1984 and extended upto Narkatiaganj w.e.f. 1.5.1985.
4. 327 / 328 Darbhanga-Jaynagar Passenger initially introduced between Mahendrugat-Jaynagar w.e.f. 1.5.1958 and curtailed on Mahendrugat-Darbhanga section w.e.f. 2.5.1959.
5. 321 / 322 Darbhanga-Jaynagar Passenger initially introduced between Madhubani-Jaynagar w.e.f. 1.4.1983 and extended upto Darbhanga w.e.f. 1.10.1986.

At present there is no proposal to restore these trains.

[English]

Seating capacity in IA Fleet

*480. SHRI PRAKASH BAPU VASANT-RAO PATIL: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Indian Airlines propose to increase the seating capacity in its fleet during the current financial year; and

(b) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) Yes, Sir. Indian Airlines plans to augment its capacity by 25-30 per cent during the current financial year with the phased re-induction of the A-320 aircraft. This capacity increase would be spread over the network, consistent with the traffic growth occurring on different routes.

Mangalore Refinery

*481. SHRI SUDHIR GIRI:
SHRI C.P. MUDALAGIRI-
YAPPA:

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

(a) the progress made so far in respect of setting up of Mangalore Refinery;

(b) the time by which the refinery is likely to start functioning; and

(c) the total estimated cost of the refinery?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) to (c) The project, which is estimated to cost Rs. 1160 crores (at June, 1990 prices) has been approved by Government in April, 1991 and is expected to be commissioned by April, 1995.

Suspension of Services of Airbus A-320

*482. SHRI RAJENDRA KUMAR SHARMA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Government propose to suspend again all the services of Airbus A-320 due to mechanical defects; and

(b) if so, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) No, Sir.

(b) Does not arise.

[Translation]

Hajipur-Bettiah Railway Line

*483. SHRI SHIVA SHARAN SINHA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a long standing demand for construction of railway line between Hajipur and Bettiah via Vaishali, Devariya, Sahibganj and Arerajin Bihar;

(b) whether the Government had conducted a survey in this regard; and

(c) if so, the time by which this work is likely to be started?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b) No, Sir.

(c) Does not arise.

[English]

Working Capital Management in ITDC

*484. SHRI INDRAJIT GUPTA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether in November, 1974 the Administrative Reforms Commission had studied and submitted its report on two aspects of 'working capital management' i.e.

- (i) Management of Inventory and
- (ii) Management of Accounts Receivable, in the India Tourism Development Corporation in 1975 and 1976 respectively; and

(b) if so, the details of the recommendations made by the Commission and the action taken thereon?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir, At the request of ITDC, the Department of Personnel & Administrative Reforms in the latter half of 1974 made a comprehensive study of existing procedures of ITDC Delhi based hotels relating to purchases, billing, collection etc. and submitted its reports on 'Inventory Management' in June 1975 and on 'Accounts Receivable Management' in October 1976.

(b) The details of the recommendations made by the Commission and

Recommendation

1. Inventory Management

To introduce scientific methods of inventory management including maintenance of stores value accounts, periodical review of inventories, award of central rate contract etc.

Accounts Receivable Management

To formulate a detailed credit policy including follow-up action for realisation of outstanding and write off of bad debts.

Direct Flights to Australia

*485. SHRI V.S. VIJAYARAGHAVAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Union Government propose to introduce direct flights to and from Australia; and

(b) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) No, Sir.

(b) Does not arise.

[Translation]

LPG connections on recommendations of Members of Parliament

*486. SHRI SATYAPAL SINGH YADAV: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of LPG connections sanctioned by the previous Government during 1990-91 on the recommendations of Members of Parliament;

(b) the time by which the LPG connections are likely to be released against the sanctions; if not, the reasons therefor; and

(c) the number of LPG connections proposed to be given during 1991-92 on the recommendations of Members of Parliament?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) During period

the action taken thereon by ITDC are as follows:

Action Taken

An Inventory Controller was appointed in March 1979. Detailed guidelines on inventory management were worked out and issued to all hotel units of ITDC.

The inventory management functions are performed by the hotel units themselves. The MM&D Division at the corporate level monitors inventories, awards central rate contracts for bulk purchase items and arranges interunit transfers of surplus stores, disposal of obsolete items etc.

Detailed guidelines for extending credit to various categories of customers were worked out and issued to all hotel units in June 1977 indicating inter-alia the terms and conditions for credit, time limits for sending bills, follow-up action for realisation review of outstandings, write off of bad debts etc. A credit policy was also formulated and circulated in July 1982.

November 10, 1990 to March 31, 1991, 12617 connections were released.

(b) The process of releases starts immediately after the sanction is issued.

(c) Each M.P. can recommend 48 LPG connections in a year.

[English]

Leakage of poisonous gas in Nagpur coalfields

3421. SHRI V. SREENIVASA PRASAD: Will the Minister of COAL be pleased to state:

(a) whether a large number of miners died in and around Nagpur coalfields under the control of Western Coalfields Limited due to poisonous gas leakage;

(b) whether the authorities had failed to adopt proper safety measures; and

(c) if so, the facts and details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S.B. NYAMAGOUDA): (a) No, Sir.

(b) and (c) The Coal Company has taken adequate safety measures in this regard. Mechanical ventilators are provided, as per statute, to regulate the levels of such gases within permissible limits. Flame Safety lamps are also provided to detect presence of such gases.

[Translation]

Upgradation of Sujra Station

3422. SHRI RAMASHRAY PRASAD SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to upgrade the Sujra Station on Delhi-Baghat-Shyamli section to 'B' class during 1991-92;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

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

(b) Does not arise.

(c) The proposal has not been found financially justified.

LPG agencies in Rajasthan

3423. PROF. RASA SINGH RAWAT: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the district-wise number of LPG agencies at present in Rajasthan;

(b) whether the Government have received complaints from consumers of various gas agencies in Ajmer district regarding irregularities being committed by them; and

(c) if so, the action taken thereon?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) As on 1.4.1991 there were 158 LPG distributorships in Rajasthan.

(b) and (c) Whenever complaints are received they are looked into and appropriate action is taken.

[English]

Production in Central Coalfields Limited in Eighth Plan

3424. SHRI GOPI NATH GAJAPATHI: Will the Minister of COAL be pleased to state:

(a) whether the Government have taken any step to increase coal production during the Eighth Five Year Plan; and

(b) if so, the target proposed to be set up for coal production in the Eighth plan, particularly by the Central Coalfields Limited?

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S.B. NYAMAGOUDA): (a) and (b) The Eighth Five Year Plan (1992-97) for the development of coal industry is under preparation.

[Translation]

Amount spent on Oil and Gas Drilling in Rajasthan

3425. SHRI DAU DAYAL JOSHI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) since when the exploration work for oil and natural gas has been going on in Rajasthan; and

(b) the amount spent thereon so far?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) Since 1958.

(b) Till 31.3.1991, a total amount of Rs. 260.96 crores has been spent.

Waiting List for LPG Connection in Karnataka

3426. SHRI RAMCHANDRA VEERAPPA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the district-wise waiting list for LPG connections in Karnataka and the present monthly demand of LPG in the State; and

(b) the steps taken to provide LPG connections to all the applicants on the waiting lists?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) As on 1.4.91, 2.62 lakhs persons are on the waiting list. The average monthly consumption during 1990-91 was 9.1 TMT.

(b) Efforts are on to give LPG connections to as many applicants as possible in Karnataka.

Coal Mafia

3427. SHRI UPENDRA NATH VERMA: Will the Minister of COAL be pleased to state:

(a) whether the deposited money of the coal mafia has been forfeited after the investigation conducted by the C.B.I.;

(b) if so, the amount forfeited since 1980, till now;

(c) whether the Government are incurring heavy losses on account of the activities of coal mafia;

(d) if so, the details thereof;

(e) whether the Government propose to constitute a committee of Members of Parliament to investigate the large scale bungling and irregularities in the coal distribution; and

(f) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S.B. NYAMA GOUDA): (a) and (b) According to information furnished by Central Bureau of Investigation (CBI), during the course of investigation of 7 cases registered by them in 1989 the payments of benami fixed deposit receipts involving an amount of Rs. 3.77 crores were stopped. Later on, an amount of Rs. 2.70 crores was released on the basis of the order dated 22.4.91 of Calcutta High Court. All the 7 cases are reportedly under investigation of the CBI.

(c) and (d) The activities of anti-social elements do affect the efficient and smooth functioning of the Coal Companies, but it is difficult to quantify the losses.

(e) and (f) There is at present no proposal to constitute such a committee. However, Coal Distribution policy of Coal India Ltd. (CIL) is being reviewed by the Government.

[English]

Complaints of LPG Consumers of Hindustan Petroleum Corporation

3428. SHRI SUSHIL CHANDRA VERMA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the LPG consumers of Hindustan Petroleum Corporation have to wait for long periods for supply;

(b) whether numerous complaints have been received in this regard in recent years; and

(c) the action taken or proposed to be taken by the Government in this regard?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) to (c) 549 individual

complaints have been received during the last two years and have been inquired into. LPG supply is subject to availability in the country, the availability of which varies from year to year.

Harnessing of Bio-Gas In Kerala

3429. SHRI P.C. THOMAS: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Government propose to harness bio-gas energy in Kerala;

(b) if so, the details thereof;

(c) whether subsidy is provided to small bio-gas plants in that State and is likely to continue to be given;

(d) whether bio-gas slurry is a good fertilizer; and

(e) if so, the steps proposed to be taken to promote its use?

THE MINISTER OF STATE IN THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) Yes, Sir.

(b) A target of setting up of 2500 family type biogas plants have been fixed for the nodal department of the State Government of Kerala for 1991-92. Besides, Khadi and Village Industries Commission is also setting up biogas plants in the State.

(c) Yes, Sir. The Central subsidy for small size biogas plants is likely to be continued subject to availability of financial resources and periodic review.

(d) & (e) Yes, Sir. The steps taken for promotion of the use of slurry for manurial purposes include organisation of demonstrations in farmers' fields, training of beneficiaries, bringing out literature highlighting its benefits in regional languages, etc.

Air Service to Rajahmundry

3430. SHRI K.V.R. CHOWDARY: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Government propose to improve the Air services to Rajahmundry in view of heavy demand from the ONGC for oil exploration and for gas based industries located there; and

(b) if so, the steps taken in this regard?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) Vayudoot is at present operating thrice a week Dornier service on the Hyderabad-Vijayawada-Rajahmundry Sector. The capacity provided is considered adequate to meet the existing traffic demand.

Expansion of Mangalore Airport

3431. SHRI M. RAMANNA RAI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Government have any proposal for the expansion of Mangalore Airport;

(b) if so, the details thereof and when this airport is likely to be expanded; and

(c) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir.

(b) and (c) While a plan has been formulated for the expansion of Mangalore airport and proceedings have been initiated for acquisition of land, the implementation of the expansion project will depend on the availability of financial resources with the National Airports Authority.

Passenger amenities at Katni Station

3432. SHRI SHRAVAN KUMAR PATEL: Will the Minister of RAILWAYS be pleased to state:

(a) the projects undertaken or proposed to be undertaken for the extension of passenger facilities at Katni Railway Station and the progress made so far thereon; and

(b) the amount sanctioned for the purpose during 1990-91 and 1991-92?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALIKARJUN): (a) During 1990-91, a double bedded retiring room was provided at a cost of Rs.78,600 and work of extension of waiting hall at a total cost of Rs. 3.30 lakh was sanctioned.

(b) In 1990-91 and 1991-92, Rs. 0.78 lakh and Rs. 1.55 lakh, respectively have been sanctioned.

Transfer of Assets of NTPC

3433. DR. SUDHIR RAY : Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the transfer of National thermal Power Corporation's assets to National Power Transmission Corporation has taken place on the basis of the power of attorney;

(b) if so, the reasons for transferring the assets of a successful public sector undertaking to another newly created public sector;

(c) whether the transfer has been effected in accordance with the company Law practices and with the consent of the Ministry of Law; and

(d) if so, the facts thereof?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) National Thermal Power Corporation Ltd. has executed a Power Attorney in favour of National Power Transmission Corporation Ltd. (NPTC) with effect from 16th August, 1991 authorising National Power Transmission Corporation Ltd. (NPTC) to manage the transmission lines/sub-stations, assets along with supporting equipments, associated facilities and assets other than those forming integral part of the generating stations as a running business of NPTC and to do all necessary acts in that regard, until necessary formalities for the de-jure transfer of the undertakings are duly completed.

(b) The National Power Transmission Corporation Ltd. (NPTC) has been set up to undertake the programme of laying the transmission system and associated sub-stations in a coordinated and efficient manner with a view to move larger blocks of power from various generating sources under the Central Sector to the Load Centres within the region as well as across the regions with reliability, security and economy.

(c) and (d) The present arrangements indicated in reply of the part (a) of the question have been finalised in consultation with Ministry of Law.

Income and expenditure of Central and Western Railway

3434. SHRI RAM NAIK : Will the Minister of RAILWAYS be pleased to state:

(a) the income and expenditure of suburban sections of Central and Western Railways, separately, for 1989-90 and 1990-91;

(b) the norms observed for division of suburban and mainline section expenses and income where railway infrastructure is common for both; and

(c) the number of first class tickets and second class tickets sold for Central and Western Railway suburban sections separately during 1989-90 and 1990-91?

Year	Central	Western
First Class		
1989-90	859	1003
1990-91 (Provisional)	880	1152
Second Class		
1989-90	217,331	227,940
1990-91 (Provisional)	218,787	248,440

[Translation]

Recovery of Licence Fees by Railways

3435. SHRI MRUTYUNJAYA NAYAK : Will the Minister of RAILWAYS be pleased to state:

(a) whether attention of the Government has been drawn to the news item captioned 'Officeron ki laparwahi se railway ko licence fees mein bhari nuksan' appearing in 'Jansatta' dated July 30, 1991; and

(b) if so, the facts thereof and the steps taken by the Government for the recovery of the outstanding licence fees?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-LIKARJUN) : (a) Yes, Sir,

(b) The news item refers to the Report of the Comptroller and Auditor General of India for the period ending March 1990 relating to delay in revision of licence fee of railway land and recovery of dues. The delay is mainly attributable to non-availability of valuation of land from Revenue authorities and litigation by some licence

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-LIKARJUN) : (a) The income / expenditure pertaining to Suburban Sections are given below:—

1989-90	(In crores of Rupees)	
	income	Expenditure
Central	108.20	133.10
Western	103.19	105.83

1990-91 The income / expenditure for the financial year 1990-91 will be available after the actuals for 1990-91 are worked out in December, 1991.

(b) Common expenditure and earnings are segregated based on appropriate performance parameters.

(c) Number of tickets issued.

(In thousands)

es. Railways have taken action for realisation of outstanding dues and eviction of defaulting licencees.

[English]

Renovation of Mecheda Station (SER)

3436. SHRI SATYAGOPAL MISRA : Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to renovate the Mecheda railway station of South Eastern Railway; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-LIKARJUN) : (a) No, Sir.

(b) Does not arise.

'Kutir Jyoti' Scheme in Bihar

3437. SHRI NAWAL KISHORE RAI : Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the number of electrified and un-electrified villages in Sitamarhi district of Bihar; and

(b) the names of places where 'Kuteer Jyoti' scheme has been implemented in that district and the places which are proposed to be covered by this facility in future?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI) : (a) Bihar State Electricity Board has reported that 803 villages in the Sitamarhi District have been electrified upto 31st March, 1991, leaving a balance of 238 villages yet to be electrified.

(b) Bihar State Electricity Board has reported release of about 1700 single point light connctions under Kuteer Jyoti Scheme in the Sitamarhi district of Bihar. Under the scheme, which was financed from Central grants during 1988-89 and 1989-90, the task of identifying the beneficiaries was left to the State Government.

[Translation]

Railway Line from Panvel to Karjat

3438. SHRI GOVINDRAO NIKAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to lay a railway line from Panvel to Karjat;

(b) if so, the details thereof; and

(c) the time by which this scheme is likely to be implemented?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-LIKARJUN) : (a) to (c) A survey for new BG line between Panvel and Karjat has been taken up. Further decision will be taken based on reults of the survey and availability of resources in the coming years.

[English]

Flaring of Natural Gas in Assam

3439. SHRI KABINDRA PURKAY-ASTH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) Whether huge quantity of natural gas is being flared daily in Assam;

(b) if so, the places from where gas is being flared and the quantity thereof; and

(c) the steps taken or proposed to utilise the flared gas in Assam?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHAN-KARANAND) : (a) and (b) Over 1.5 MMSCMD of associated gas is being flared in a number of oilfields in Assam including Lakwa, Geleki and Rudrasagar.

(c) Steps to increase utilisation of gas include identification of new consumers, installation of additional gas compressors, implementation of additional gas injection schemes, recovery of LPG, etc.

Capacity Utilisation of Power Plants of Uttar Pradesh

3440. SHRI RAM NIHOR RAI: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the production capacity of the Rihand Hydel Power Station, Obra, Anpara and Beejpur thermal power stations of Uttar Pradesh and the power activity generated by these stations;

(b) whether there is any difference between the production capacity and the power activity generated;

(c) if so, the reasons therefor, and the steps proposed to be taken in this regard; and

(d) the time by which the Anpara thermal power station, phase-II is likely to become operational?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) The installed capacity, energy generation and Plant Load Factor of Rihand Hydel Power Station, Obra, Anpara and Rihand Super Thermal Power Stations during April, 1991-July, 1991 is given below:—

Name of the Station	Installed Capacity (MW)	Energy Generation (MU)	Plant Load Factor (%)
Rihand Hydro Electric Project	300	376	—
Obra Thermal Project	1550	2508	57.8

Name of the Station	Installed Capacity (MW)	Energy Generation (MU)	Plant Load Factor (%)
Anpara STPS	630	1346	73.0
Rihand STPS (Beejpur)	1000	2145	73.3

(The performance of Hydel Power Station depends upon the availability of water in the reservoir).

(b) and (c) Generation of power depends both on the requirements (Load) and transmission and distribution system constraints. It is, therefore, not possible to generate power from generating units to its full capacity as performance of power station depends upon a number of factors including planned maintenance, forced outages etc. in the case of thermal and nuclear units and availability of water in the reservoirs in the case of hydro units. The power generation also depend on the system load conditions which varies within the day between peak hours and off-peak hours. Various measures taken to improve the generation of thermal stations include Renovation & Modernisation of old units, assistance to State Electricity Boards in undertaking plants betterment programme, supply of requisite quality and quantity of coal, training of personnel, and improvement in transmission network.

(d) Anpara-B TPS (2×500 MW) is under construction under Phase-II at Anpara. The first units of 500 MW is scheduled for commissioning in January, 1993 and the second unit of 500 MW is likely to be commissioned in December, 1993.

BG Rail Link from Faizabad to Mankapur

3441. SHRI SHYAM LAL KAMAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any plan to

connect Faizabad with Mankapur in Uttar Pradesh by B.G. railway line; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-LIKARJUN): (a) No. Sir,

(b) Updating of survey from Mankapur to Faizabad has been included in the 1991-92 Budget. Further decision will depend on results of the Survey and availability of resources in the coming years.

[Translation]

Flights delayed due to Bomb Hoax

3442. SHRI SHIV SHARAN VERMA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the number of flights delayed due to bomb hoax during the last three months and the details thereof; and

(b) the losses suffered therefrom?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) 22 flights were delayed due to bomb hoax during the last three months as per details in the statement attached.

(b) It is not possible to give an estimate of the losses so suffered.

STATEMENT

Sl. No.	Page No.	Source of Infor.	Date/Time	Station	Flight No.	Route	Delay
1.	—	—	6.5.91 0740	Bombay	Air India 212	BOMBAY—DELHI	2 Hrs. 25 Min.
2.	—	—	8.5.91 1750	Bombay	IC-107 I.A.	BOMBAY—BANGALORE	2 Hrs. 45 Min.

Sl. No.	Page No.	Source of Infor.	Date/Time	Station	Flight No.	Route	Delay
3.	—	—	<u>12.5.91</u> 0315	BOMBAY	IC-161 I.A.	BOMBAY—COCHIN	2 Hrs. 35 Min.
4.	—	—	<u>17.5.91</u> 1730	"	IC-808 I.A.	BOMBAY—DELHI	4 Hrs. 30 Min.
5.	—	—	<u>5.6.91</u> 1530	"	Air India 915	BOMBAY—DHAHRAN	3 Hrs.
6.	—	—	<u>11.6.91</u> 0228	"	Air-India 185	BOMBAY—DELHI— NEW YORK—LONDON	9 Hrs.
7.	—	—	<u>16.6.91</u> 0145	"	Air-India 331	DELHI—BOMBAY	6 Hrs.
8.	—	—	<u>28.6.91</u> 1524	"	IC-187 I.A.	BOMBAY—DELHI	2 Hrs.
9.	—	—	<u>4.7.91</u> 1330	"	Air India 757	BOMBAY—DUBAI	6 Hrs.
10.	—	—	<u>9.7.91</u> 0630	"	IC-671 I.A.	BOMBAY—MADRAS	4 Hrs.
11.	—	—	<u>20.7.91</u> 1110	Bombay	IC-605 I.A.	BOMBAY—BANGALORE	4 Hrs.
12.	—	—	<u>20.7.91</u> 2015	"	Pakistan Airlines PK.277	BOMBAY—KARACHI	2 Hrs.
13.	—	—	<u>31.7.91</u> 0810	"	IC-631 I.A.	BOMBAY—KARACHI	3½ hrs.
14.	—	—	<u>20.5.91</u> 0940	Delhi	RB-502 Syrian Airlines	DAMASCUS—DELHI— DAMASCUS	2 hrs.
15.	—	—	<u>25.5.91</u> 2355	"	Pakistan Airlines PK.293	KARACHI—DELHI— KARACHI	2 hrs.
16.	—	—	<u>28.6.91</u> 0125	"	Air Franch AF-183	MALDEEP—HONGKONG DELHI—PARIS	4 hrs. 30 min.
17.	—	—	<u>5.7.91</u> 1210	"	IC-409 IA	DELHI—LUCKNOW— PATNA—DELHI	5 hrs. 40 min.
18.	—	—	<u>21.7.91</u> 1000	"	Air India 735	DELHI—DUBAI	3 hrs. 45 min.
19.	—	—	<u>31.7.91</u> 220	"	IC-423 I.A.	DELHI—AMRITSAR— SRINAGAR	55 min.
20.	—	—	<u>26.6.91</u> 1602	MADRAS	IC-539 I.A.	MADRAS—DELHI	3 hrs.
21.	—	—	<u>6.7.91</u> 0820	"	IC-573 I.A.	MADRAS—COLOMBO	No delay
22.	—	—	<u>2.7.91</u> 1950	FRANKFURT	Al-143/ 142	PARIS—FRANKFURT— DELHI	3 hrs.

Halt of South Bound Trains at Faridabad

3443. SHRI AVTAR SINGH BHADANA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Mail and Express trains running from Delhi to South have not been provided stoppage at Faridabad station;

(b) if so, the reasons therefor; and

(c) the time by which the action proposed to be taken in this regard to facilitate the labourers coming from South to Faridabad?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c) North-South bound trains namely 7022 Nizamuddin—Hyderabad Express, 6688 Jammu Tawi—Mangalore Navyug Express in the Up direction and 2615 Madras—New Delhi G.T. Express, 2625 Trivandrum/Mangalore—New Delhi Kerala Mangala Express and 6687 Mangalore—Jammu—Tawi Navyug Express in the Down direction stop at Faridabad. There is no proposal at present to provide the stoppage of any additional train at Faridabad.

Deposition of Development Charges by Unauthorised Colonies of Delhi

3444. SHRI RAM PRASAD SINGH: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the residents of unauthorised colonies of Delhi have deposited the development charges for the electricity connection in 1989 and 1990 but they have not yet been provided electricity connection;

(b) if so, the reasons therefor; and

(c) the names of the colonies where residents have deposited the development charges and the time by which they are likely to be provided electricity connections?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) and (b) According to DESU, the electric

connections in some of the unauthorised colonies where the residents have deposited the development charges could not be released due to the non-completion of commercial formalities or handing over of the site(s) for sub-stations to DESU by the concerned Resident's Associations.

(c) DESU has already released the schemes for electrification of 37 eligible unauthorised colonies in 1989 and 46 colonies in 1990 where all the requisite commercial formalities have been completed, including payment of the prescribed development charges by the residents and handing over of the site(s) to DESU for the sub-station. The names of these colonies are given in the statement attached. The execution of these schemes is in various stages.

STATEMENT

Names of the unauthorised colonies for which the electrification schemes have been released by DESU during the year 1989 and 1990 after completion of the requisite formalities.

Sl. No.	Name of the unauthorised colony 1989
1.	Amar Colony
2.	Vinoba Enclave
3.	E Block, West Vinod Nagar
4.	Vijay Enclave A-I Block (Left-Out Pocket)
5.	Vaishali Colony, Dabri (Palam)
6.	Shiv Ram Park
7.	Swaran Park (Rohtak Road)
8.	Left-Out Pocket D Block, Krishna Park
9.	J Block, Sagarpur (Left-Out Pocket)
10.	Prem Nagar Phase I, II & IV.
11.	New Vishwas Nagar, Shahdara
12.	Patel Garden Colony, Uttam Nagar
13.	Budh Vihar
14.	Left-Out Pocket of Raghu Nagar, Pankha Road
15.	Block 'C', Old Roshan Pura Extension
16.	Roshan Pura Extension, Najafgarh
17.	D Block, Dashrathpuri, Dabri, Palam Road
18.	Bindapur Extension, Uttam Nagar
19.	Rajapuri, Uttam Nagar.
20.	Janki Puri Colony, Near Village Bindapur
21.	Ratan Bagh (Veena Enclave) Rohtak Road, Nangloi
22.	Duggal Colony, Khanpur Extension
23.	Gitanjali Park, Left out Pocket, Sagarpur.
24.	Gitanjali Park Extension

Left-out pocket of Durga Park, Nasirpur
C&D Block, Molar Band Extension
F Block, West Vinod Nagar
Partap Garden, Bindapur Extension
Arvind Enclave, Amar Colony, Rohtak Road.

Bhagirathi Vihar

Raj Nagar Part-II Extension (Palam Colony)

Left-Out pocket of Sitapuri Colony, Dabri
Shiv Mandir Mohalla, Village Badli
Palam Vihar Colony Matiala Road, Palam

Sewak Park, 'C' Block, (Shiv Vihar colony) Najafgarh

Rajdhani Park Colony-Y

Nehru Vihar

1990

Chanakya Palace Phase II

Adhyapak Nagar, Najafgarh, Nangloi

Prajapati Colony, Uttam Nagar

Vishnu Vihar, V Block, Sector A, Uttam Nagar

Sewak Park Colony

Friends Enclave, Sector 5 & 6, Sultanpuri Road

Sadh Nagar Part II, Block F

Pratap Vihar, Kiran Extension, Nangloi

Subhash Mohalla, North Ghonda, E Block, (Part)

Harjan Basti, Sudamapuri, Babarpur, Shahdara

Gali No. 1—8, Subhash Mohalla, North Ghonda

Cot. petters Basti, Hauz Rani, Malviya Nagar

Anand Vihar, Gurpreet Nagar, Uttam Nagar

West Kanti Nagar

Ganesh Nagar, Pandav Nagar

ABC&D Block, Khajoori Khas

Mahipalpur village extension

Vijay Enclave (C&D Block), Vinod Puri

O Block, Uttam Nagar Extension

E&F Block, Viswas Park, Uttam Nagar

Khajuri Extension, F Block

Mange Ram Park, Poothikalan

Bedli Extension Part A, Outer Ring Road

Chandu Nagar

Kalkash Puri, West

Yadav Park, Nangloi

Left out pocket of Friends Enclave, East Nangloi

Mata Durga Mandir, Kondli

Mahavir Vihar

Pul Pehtad

31. Jagadamba Vihar

32. E&T Block, Dayal Park, West Sagarpur

33. Keshoram Park

34. Tamilar Enclave

35. Budh Vihar Colony

36. Tajpur Pahari

37. Left out pocket of Rajapuri, Uttam Nagar.

Issue of LPG Transfer Vouchers

3445. SHRI GOVINDA CHANDRA MUNDA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government have banned the practice of issuing Transfer Vouchers by the LPG dealers to any other gas agency by any consumer in Delhi;

(b) if so, the reasons therefor; and

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

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) No Sir.

(b) and (c) Does not arise.

[English]

Daily flights between Delhi-Rajkot and Bombay-Rajkot

3446. SHRI S. N. VEKARIA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether flights from Delhi to Rajkot have been discontinued;

(b) if so, the reasons therefor;

(c) whether the Government propose to introduce a daily flight from Rajkot-Delhi and Bombay-Rajkot in view of the demand of people and trader community; and

(d) if so, since when and if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) yes, Sir.

(b) Delhi-Rajkot flights were suspended in November, 1969 due to shortage of operating aircraft capacity.

(c) and (d) At present Indian Airlines and Vayudoot are operating services, three days a week and four days a

week respectively, between Bombay and Rajkot. Indian Airlines has a proposal to introduce a daily service between Bombay and Rajkot in the winter schedule of 1991.

Due to capacity constraints there are no plans to introduce services between Delhi and Rajkot.

Additional Gas Terminals to Gujarat and Maharashtra

3447. SHRI TEJSINHRAO BHONSLE:
SHRI MUKUL WASNIK:

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

(a) the production of natural gas and the areas from which it is being produced;

(b) the details of plans underway for increasing the production of natural gas;

(c) the places where the gas terminals are located from pumping the natural gas produced from Bombay High and other offshore regions;

(d) whether the Government have received requests from Maharashtra and Gujarat Governments to establish additional gas terminals in their States;

(e) if so, the action taken thereon;

(f) whether the Government of Maharashtra has promised to the ONGC/GAIL to allot land required for the purpose; and

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

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) In 1990-91, 17998 million cubic metres of gas (gross) was produced from oil and gas fields located in the Western offshore, Gujarat, Assam, Tripura, Krishna Godavari basin in Andhra Pradesh and Cauvery basin in Tamil Nadu.

(b) A number of oil and gas development projects have been approved by the Government including Neelam, Mukta, Panna, additional development of LII and LIII reservoirs in Bombay High field.

(c) At Uran (Maharashtra) and Hazira (Gujarat).

(d) Yes, Sir.

(e) to (g) Action to acquire land at Usar in Maharashtra has been initiated.

The techno-economic feasibility of a terminal at Pipavav in Gujarat is under examination.

[Translation]

Vayudoot service to Purnea, Bihar

3448. SHRI SUKDEO PASWAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Government propose to connect Purnea commissionerary of North Bihar with the Vayudoot services;

(b) if so, the time by which it is likely to be connected by air with other parts of the country; and

(c) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) to (c) Due to the heavy losses being sustained by it, Vayudoot has been compelled to reduce its network drastically. The airlinking of new stations is not a feasible proposition for Vayudoot at the present juncture.

[English]

Kuteer Jyoti Scheme

3449. SHRI J. CHOKKA RAO: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Kuteer Jyoti Scheme has been started for the poor;

(b) if so, the amount allocated for this scheme;

(c) whether the Rural Electrification Corporation without releasing the entire funds to the S. E. Bs., have earned interest thereon and also deducted Rs. 5/- towards service charges from each beneficiary;

(d) if so, the details of the accumulated interest and deductions for the service charges;

(e) whether the Union Government propose to direct the R.E.C. to remit the interest and service charges to the concerned States;

(f) if so, the details thereof; and

(g) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) and (b) Rs. 25 crores were provided by the Central Government during 1988-89 and 1989-90 for the Kutir Jyoti scheme, for providing single-point light connection to the rural poor below the poverty line.

(c) to (g) According to available information, the service charges realised by Rural Electrification Corporation, who administered the Kutir Jyoti Scheme, amount to Rs. 59 lakhs approximately, at the rate of Rs. 5/- per connection. There is no proposal to direct Rural Electrification Corporation to remit the service charges earned by them, for the services rendered, to the State Governments.

[Translation]

LPG Connections in Uttar Pradesh

3450. SHRI RAM BADAN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the district-wise number of LPG connections released so far in Uttar Pradesh;

(b) the district-wise number of applications pending for new connections; and

(c) the steps being taken for the immediate release thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) to (c) As on 1.4.91 there were 9.05 lakhs persons on the waiting list in UP. Efforts are on to give LPG connections to as many applicants as possible in U.P.

[English]

IB Thermal Power Station, Orissa

3451. SHRI BRAJA KISHORE TRIPATHY: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Union Government have cleared the proposal for Phase-II, 3rd and 4th units (2×210 M.W.) of the IB Thermal Power Station of Orissa; and

(b) if so, whether the Government also propose to make necessary allocation for

this purpose in the Eighth Five Year Plan?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) The Planning Commission had, in April, 1987, approved the IB Valley Thermal Power Project (4×210 MW) at an estimated cost of Rs. 887.99 Crores and its inclusion in the State's Seventh Five Year Plan (1985-90). Due to resource constraints, the State authorities had decided to execute this project in two phases. Phase-I envisages installation of Units 1 & 2 (2×210 MW) including infrastructure for all the four units. Phase-II envisages installation of two units (Unit 3 & 4) of 210 MW each.

(b) The Eighth Five Year Plan has not been finalised so far.

[Translation]

Power Position

3452. SHRI ARJUN SINGH YADAV:
SHRI GOPI NATH
GAJAPATHI:
SHRI DATTATRAYA
BANDARU:
SHRI RAJENDRA KUMAR
SHARMA:
SHRI C.P. MUDALA-
GIRIYAPPA:

Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the names of the States and Union Territories which are facing power shortage; and

(b) the steps taken or proposed to be taken to tide over the situation?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALPNATH RAI): (a) A statement indicating the State-wise power supply distribution during April, 1991—July, 1991 is attached.

(b) Various measures being taken to improve the availability of power include expediting commissioning of new generating capacity, improving the performance of existing power stations, reduction of T & D losses,

implementation of demand management and energy conservation measures and

arranging transfer of energy from surplus to deficit areas.

STATEMENT

Actual Power Supply Position for April, 91—July, 91

(Figures in MU net)

Region / State / System	April, 1991—July, 1991			
	Requirement	Availability	Shortage	(%)
Northern Region				
Chandigarh	231	231	0	0.0%
Delhi	3262	3213	49	1.5%
Haryana	3271	3197	74	2.3%
Himachal Pradesh	476	476	0	0.0%
Jammu & Kashmir	1010	976	34	3.4%
Punjab INC. -NFF	6538	6016	522	8.0%
Rajasthan	3880	3849	31	0.8%
Uttar Pradesh	10445	9441	1004	9.6%
Total (N.R.)	29113	27399	1714	5.9%
Western Region				
Gujarat	8090	7772	318	3.9%
Madhya Pradesh	6260	5999	261	4.2%
Maharashtra	13110	12579	531	4.1%
Goa	209	209	0	0.0%
Total (W.R.)	27669	26559	1110	4.0%
Southern Region				
Andhra Pradesh	7295	6320	975	13.4%
Karnataka	6205	4547	1658	26.7%
Kerala	2385	2268	117	4.9%
Tamil Nadu	7685	7117	568	7.4%
Total (S.R.)	23570	20252	3318	14.1%
Eastern Region				
Bihar	2375	1618	757	31.9%
D.V.C.	2470	2002	468	18.9%
Orissa	2715	2401	314	11.6%
West Bengal	3750	3383	367	9.8%
Total (E.R.)	11310	9404	1906	16.9%
N. Eastern Region	1031	965	66	6.4%
All India	92893	84579	8114	8.8%

[English]

Rajiv Gandhi International Aviation Award

3453. SHRI MUKUL WASNIK: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Government have any plan to introduce "Rajiv Gandhi International Aviation Award" and "Rajiv Gandhi National Aviation Award" for felicitating outstanding civil aviation personnel for their bravery and efficiency in discharging of their duties; and

(b) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) No, Sir.

(b) Does not arise.

Uniform policy on coal price

3454. SHRI KASHIRAM RANA: Will the Minister of COAL be pleased to state:

(a) whether the Government propose

to adopt any uniform policy on the price of coal like Gas & Oil in the country;

- (b) if so, the details in this regard; and
(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S.B. NYAMAGOUDA): (a) to (c) Pithead prices charged by Coal India Limited (CIL) are the same for same grade of coal irrespective of the mine/area/company where coal is produced. Similarly in case of Singareni Collieries Company Limited (SCCL) also, pithead prices, although different from the prices charged by Coal India Limited, are the same for same grade of coal produced in any mine or area of the company.

Hon'ble Member is perhaps suggesting that delivered price of coal payable by the consumer should be the same at the consumers' end as in case of petroleum products. Such price equalisation can be achieved only if a freight equalisation scheme is implemented for coal.

There is at present no proposal to introduce a Freight Equalisation Scheme for coal for the following reasons:—

- (i) Coal is a low value, bulk commodity and therefore, freight is a major element in its delivered cost.
- (ii) Coal is produced in a large number of locations and in many grades. Freight equalisation for many production centres and for 210 million tonnes of varying grades, would pose innumerable difficulties.

- (iii) Freight equalisation for coal would transfer the financial burden to consumers near the coalfields and may also interfere with optimal location and economical principles for location of user industries leading to avoidable wastages.

Resumption of Vayudoot Services

3455. SHRI SHANKERSINH

VAGHELA:

DR. A.K. PATEL:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the number of stations currently connected by the Vayudoot services and their locations;

(b) the sectors where Vayudoot services were discontinued during the last two years; and

(c) the reasons therefor and when these services are likely to be resumed?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) A list of 42 stations operational as on 14th August, 1991 is given in Statement—I.

(b) A list of 54 stations from where Vayudoot services were withdrawn during 1989-90 and 1990-91 is given in Statement—II.

(c) For commercial and operational reasons, services were withdrawn from these stations. Given the financial position of Vayudoot, it is not feasible for Vayudoot at the present juncture to enlarge its operations.

STATEMENT—I

List of operational Stations as on 14th August, 1991

REGIONS		REGIONS	
NORTHERN	SOUTHERN	EASTERN	WESTERN
01. Delhi	01. Hyderabad	01. Calcutta	01. Bombay
02. Kanpur	02. Vijayawada	02. Jamshedpur	02. Pune
03. Lucknow	03. Rajahmundry	03. Aizwal	03. Kandla
04. Chandigarh	04. Tirupati	04. Silchar	04. Rajkot
05. Kulu	05. Madras	05. Guwahati	05. Kolhapur
06. Ludhiana	06. Coimbatore	06. Cooch Behar	06. Porbandar

R E G I O N S		R E G I O N S	
NORTHERN	SOUTHERN	EASTERN	WESTERN
07. Jodhpur	07. Pondicherry	07. Agartala	07. Keshod
08. Jaisalmer	08. Bangalore	08. Kailashahar	08. Aurangabad
09. Shimla	09. Belgaum	09. Shillong	09. Baroda
10. Dharamshala	10. Madurai		10. Ahmedabad
11. Dehradun	11. Cochin		
	12. Agatti		
TOTAL: (11 + 12 + 9 + 10 = 42 Stations)			

STATEMENT—II

List of Vayudoot stations from where services were withdrawn during 1989-90 & 1990-91

N.R.	E.R.	S.R.	W.R.
J & K	Tripura	Andhra Pradesh	Gujarat
01. Jammu	19. Kamalpur	35. Cuddapah	47. Deesa
02. Rajouri	Arunachal Pradesh	36. Ramagundam	Maharashtra
Uttar Pradesh	20. Zero	37. Vishakhapatnam	48. Ratnagiri
03. Allahabad	21. Daparizo	Karnataka	49. Sholapur
04. Agra	22. Along	38. Bellary	50. Osmanabad
05. Varanasi	23. Passighat	39. Mysore	51. Nagpur
Punjab	24. Tozu	40. Hubli	52. Akola
06. Bhatinda	West Bengal	Tamil Nadu	53. Nanded
Rajasthan	25. Malda	41. Thanjavur	UT-Daman & Diu
07. Kota	Bihar	42. Neyvelli	54. Daman
08. Jaipur	26. Gaya	43. Trichurapalli	
Madhya Pradesh	27. Dhanbad	44. Madurai	
09. Jabalpur	28. Patna		
10. Khajuraho	29. Ranchi	Kerala	
11. Rewa	Orissa	45. Calicut	
12. Bhopal	30. Bhubaneshwar	UT-Pondicherry	
13. Guna	31. Jeypore	46. Pondicherry	
14. Bilaspur	32. Rourkela		
15. Raipur	Manipur		
16. Satna	33. Imphal		
17. Jagdalpur	Nagaland		
18. Indore	34. Dimapur		

[Translation]

Setting up of LPG Bottling Plants

3456. SHRI TEJ NARAYAN SINGH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government propose to set up new LPG bottling plants;

(b) if so, the details thereof; and

(c) the places where these plants are likely to be set up and the capacity thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) to (c) New

bottling plants are being set up by the oil companies at Calicut and Palghat in Kerala, Karnool in A.P., Udaipur in Rajasthan and Silchar in Assam. The capacity of the plants at Cochin and Gauhati is being augmented.

LPG agencies in Kerala

3457. SHRI KODIKKUNIL SURESH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government propose to allot LPG agencies in Kerala during 1991-92;

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

(c) the district-wise details of the LPG agencies closed down on account of corruption charges during 1990-91?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) and (b) While some of the LPG distributorships planned in previous marketing plans are yet to be commissioned no new programme has been finalised for the year 1991-92.

(c) One in Alleppey district was terminated on account of malpractices.

Airstrip at Jalna, Maharashtra

3458. SHRI ANKUSHRAO RAOSAHEB TOPE: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Government propose to construct an Airstrip for every district;

(b) if so, when the construction of the airstrip at Jalna in Maharashtra is to be started; and

(c) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) No, Sir.

(b) The National Airports Authority has no proposal to construct an airstrip at Jalna in Maharashtra.

(c) Construction of such airstrips is not economically viable.

[Translation]

Overbridges in Kanpur (Uttar Pradesh)

3459. SHRI KESHRI LAL: Will the Minister of RAILWAYS be pleased to state:

(a) the number of places in Uttar Pradesh for which there are proposals to construct overbridges on railway lines during 1991;

(b) the places in Kanpur city and Kanpur Dehat areas where over-bridges are to be constructed in 1991 as demanded by the local population;

(c) the reasons for not taking any action to construct these bridges; and

(d) the time by which the construction of over-bridges on railway lines will be started and completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Five.

(b) There are demands for construction of Road-overbridges in replacement of level crossing No. 79-D on Grand Trunk Road and the level crossing No. 6 near Eye Hospital in Kanpur.

(c) Road-overbridge on G.T. Road has been included in the Railways' Works Programme of 1990-91 and the work is in planning stage. The Railways have not so far received any firm proposal for road-overbridge near Eye Hospital, Kanpur.

(d) The commencement of the works will depend on the finalisation of the plans/estimate and sanctioning of expenditure. Their completion will mainly depend on the completion of bridge approaches by the State Government.

Cancellation of train between Sambhal-Moradabad

3460. SHRI SRIPAL SINGH YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) whether 1SR, 2SR, 3SRM and 4SRM passenger trains running between Sambhal-Moradabad have been cancelled;

(b) if so, the reasons therefor;

(c) whether the Government propose to restore these trains or to introduce any new train to facilitate the passengers; and

(d) if so, when?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) While 1SR, 2SR and 4SRM have been suspended, 3 SRM has been rescheduled.

(b) Due to extremely poor patronisation.

(c) Not for the present.

(d) Does not arise.

Conversion of Bihar Fatuha-Islampur Rail Line

3461. SHRI VIJAY KUMAR YADAV: Will the Minister of RAILWAYS be pleased to state:

(a) the number and names of metre gauge railway lines in Bihar which have either been taken over by the Government or have been closed during the Seventh Plan period;

(b) the number and names of the lines out of them which have been converted into broad gauge lines and are operational;

(c) whether the Government propose to convert the remaining lines including Fatuha-Islampur line into broad-gauge; and

(d) if so, the details of targets fixed in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No other Railway line in Bihar, except Fatuha-Islampur narrow-gauge railway line which was nationalised in terms of an Act of Parliament of 1985, was closed down during Seventh Plan period.

(b) Nil.

(c) No, Sir.

(d) Does not arise.

Revenue from Price rise of Petroleum products

3462. SHRI HARIKEWAL PRASAD: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state the total profit likely to be earned by the Government by raising the prices of petroleum products in the current financial year?

THE MINISTER OF PETROLEUM

AND NATURAL GAS (SHRI B. SHANKARANAND): Additional receipts on account of revision in prices will depend on the actual consumption of petroleum products during the year.

[English]

Production of crude Oil by ONGC

3463. PROF. K.V. THOMAS: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the present crude oil production by the Oil and Natural Gas Commission (ONGC);

(b) whether the present production is according to the targets fixed;

(c) the targets fixed for 1991-92; and

(d) the steps taken to achieve the target?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) ONGC's crude oil production during the quarter April to June, 1991 was around 7.35 million tonnes.

(b) to (d) The revised figures of estimated crude oil production for 1991-92 are yet to be finalised.

Development of Indian Islands for Foreign Tourists

3464. SHRI VISHWANATH SHARMA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Government propose to develop Indian islands for exclusive foreign tourists to earn higher foreign exchange; and

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

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) Yes Sir, the Government proposes to develop island tourism with a view to augment foreign exchange earnings. However, Island Tourism will be available to both foreign and domestic tourists.

Platforms at Tenali Station (Guntur)

3465. PROF. UMMAREDDY VENKATESWARLU: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any scheme to construct new platforms and to extend

the existing ones on Tenali station (Guntur district) in view of a large number of trains passing through it; and

(b) if so, the details thereof?

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

(b) Does not arise.

LPG agencies in Sindhudurg and Ratnagiri, Maharashtra

3466. SHRI SUDHIR SAWANT: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether there is any proposal to allot LPG agencies to all the tehsil headquarters in Sindhudurg and Ratnagiri districts of Maharashtra;

(b) if so, the details thereof;

(c) whether it is proposed to give preference to women cooperative societies in allotting such agencies; and

(d) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) No, Sir.

(b) to (d) Do not arise.

[Translation]

Overbridge at Hathras

3467. DR. LAL BAHADUR RAWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to construct a fly over bridge at Hathras junction railway crossing in Uttar Pradesh; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) The Railway have received a proposal for construction of road-overbridge in replacement of level crossing No. 95A near Hathras Junction. After the State Government acquires the necessary land and accords high priority for the work, the Railway will consider its inclusion in their future Works Programme.

[English]

Functioning of Railways

3468. SHRI MADAN LAL KHURANA: Will the Minister of RAILWAYS be pleased to state:

(a) whether attention of the Government has been drawn to the news item captioned "Touts Flourish, trains flounder" appearing in the "Times of India" dated June, 11, 1991;

(b) if so, whether complaints regarding corruption in reservation of tickets, late running, lack of drinking water and decline in the level of catering in trains have been received, if so, the number of such complaints; and

(c) the action being taken by the Government to provide better rail service facilities to the passengers and to improve its functioning and earnings?

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

(b) On an average about 40 complaints pertaining to various subjects are received per month in the Ministry.

(c) The effort to improve services and financial position is a continuous on going all embracing process.

[Translation]

Ticketless travelling

3469. SHRI RAJVEER SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) the number of passengers arrested for travelling without ticket during 1990, and upto June, 1991 zone-wise;

(b) the details of the amount collected from them as fine; and

(c) the number of persons given punishment?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c) The number of persons prosecuted, jailed and the amount of judicial fine realised during the period from January 1990 to June 1991 were as under:—

Railway	No. of persons prosecuted/arrested	No. of persons jailed	Amount of judicial fine realised (Rs. in lakhs)
Central	33,353	17,879	16.82
Eastern	48,738	20,543	9.60
Northern	36,554	18,985	35.08
North	19,845	11,279	17.48
Eastern			
Northeast	1,305	410	1.46
Frontier			
Southern	3,290	620	0.82
South	29,240	8,252	7.51
Central			
South	7,495	4,448	0.93
Eastern			
Western	55,248	20,307	14.30
Total	2,35,068	1,02,723	104.00

[English]

LPG agencies in Maharashtra

3470. PROF. ASHOK ANANDRAO DESHMUKH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the district-wise number and location of LPG agencies at present in Maharashtra and the number of LPG connections released so far;

(b) the number of persons on waiting list, district-wise and by when gas connections are likely to be released to them; and

(c) the names of the places, district-wise in Maharashtra where new gas agencies are likely to be opened in near future ?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) and (b) The details as on 1.4.91 are:—

- i) LPG Distributorships..... 540
- ii) Customer Strength -----30.46 lakhs
- iii) Waiting list -----11.61 lakhs

Efforts are to give LPG connections to as many applicants as possible in Maharashtra.

(c) New LPG distributorships are opened in different cities as per Marketing Plans and policy from time to time.

Declaration of Bangalore Airport as International Airport

3471. SHRI H.D. DEVEGOWDA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Government propose to declare Bangalore airport as an International Airport during the current financial year; and

(b) if not, the reasons thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) There is no proposal to declare Bangalore airport as an international airport during the current financial year, as the existing international airports are adequate to cater to the international traffic.

Gas on cheaper rates to Assam and Bihar

3472. KUMARI DIPIKA CHIKHLIA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether there is any proposal under consideration of the Government to supply natural gas at cheaper rates to Assam and Bihar;

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

(c) if not, the reasons therefor?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a), to (c) Gas is already being supplied in Assam at concessional rates. There is no proposal to supply gas to Bihar.

[Translation]

LPG connections in Madhya Pradesh

3473. SHRI PHOOL CHAND VERMA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the number of applicants registered for LPG so far in various towns of Madhya Pradesh; and

(b) the time by which LPG connections are likely to be issued to them?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) and (b) As on 1.4.91 there were 3.38 lakhs Persons on the waiting list in Madhya Pradesh. Efforts are on to give LPG connections to as many applicants as possible in Madhya Pradesh.

[English]

Refining of crude oil produced from Cauvery basin

3474. SHRI C. SRINIVASAN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government have worked out any plan for refining the crude oil produced from the oil wells in Cauvery basin; and

(b) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) Yes, Sir.

(b) M/s Madras Refineries Limited is setting up a 0.5 MMTPA crude distillation unit at Panangudi village in Thanjavur District at a cost of Rs.114.30 crores.

Cost of Power Projects

3475. SHRIMATI BASAVARAJESWARI: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the devaluation of the rupee has pushed up the cost of power projects substantially both in Central and State sectors;

(b) if so, the extent of increase; and

(c) the steps taken or proposed to be taken to meet the escalation?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) Yes, Sir.

(b) The impact of recent depreciation in the value of Rupee is likely to be over Rs. 6400 Crores.

(c) This aspect would be kept in view while finalising the Eighth Five Year Plan (1992—97).

Chandil Thermal Power Plant

3476. SHRI SURYA NARAYAN SINGH: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Chandil Thermal Power Project in Bihar is pending for approval;

(b) if so, the reasons for delay in according approval; and

(c) the time by which the approval is likely to be accorded?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) to (c) The proposal for setting up 2x250 MW Thermal Power Plant by M/s RPG Enterprises Ltd. in Singhbhum dist. of Bihar was received in the Central Electricity Authority in January, 1991. Inputs such as coal linkage, compliance of Sec. 29 of Electricity (Supply) Act, 1948, and clearance from Environment and Forests are yet to be tied up. The proposal would be taken up for techno-economic appraisal of CEA as soon as these inputs are tied up.

Setting up of Coal Stockyard at Vijayawada

3477. SHRI SOBHANADREESWARA RAO VADDE: Will the Minister of COAL be pleased to state:

(a) whether the Government have received any representation for setting up a coal stockyard at Vijayawada for effectively and timely serving of the consumers in and around the district;

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

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S.B. NYAMAGOUDA): (a) to (c) The Government does not seem to have received any specific representation for setting up of a coal stockyard at

Vijayawada. However, the policy of setting up of stockyards by Coal India Ltd. is under review due to complaints against their functioning. Any proposals received from State Government agencies to set up and run coal stockyards will be considered on merits of each case.

[Translation]

LPG Agencies and Petrol/Diesel retail outlets in Bihar

3478. SHRI SIMON MARANDI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the district-wise number of LPG agencies in Bihar;

(b) whether the number of gas agencies in Santhal Pargana and Chhotanagpur Commissionery of Bihar is very few and whether in many town no gas agency has been opened;

(c) if so, whether the Government propose to set up gas agencies and petrol/diesel retail outlets in these towns of Santhal Pargana;

(d) if so, the action being taken in this regard; and

(e) if not, the reasons therefor?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) As on 1.4.91 there were 141 LPG distributorships in Bihar.

(b) to (e) New LPG distributorships and retail outlet dealerships are allotted based on various factors including the population of towns, volume/distance norms, economic viability, marketing plans and policy from time to time.

[English]

Development of stations in Varanasi district

3479. SHRI ANAND RATNA MAURYA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal for the development and beautification of the different stations in Varanasi district;

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

(c) the amount spent on maintenance

of each station in this district during last three years; and

(d) the amount proposed to be spent during 1991-92?

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

(b) Does not arise.

(c) Statistics of expenditure on maintenance are not kept station-wise or district-wise;

(d) No station-wise amount is fixed for maintenance. Expenditure is incurred as necessitated by the condition of the station.

Pilferage of Goods in Maharashtra

3480. SHRI UDAYSINGRAO GAIKWAD: Will the Minister of RAILWAYS be pleased to state:

(a) whether a large number of wagons loaded with goods, especially of pig iron and coal are reported to have been lost in transit in Maharashtra;

(b) whether such complaints have also been received by the railways from the public;

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

(d) the amount paid to the claimants during 1990-91 and 1991-92 and the claims due as on date?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) Some complaints of non-delivery of coal and pig iron consignments for destinations in Maharashtra have been received.

(c) Consignments were traced and delivered or match adjustment was made failing which compensation was paid.

(d) During 1990-91—Rs.30.26 lakhs was paid as compensation to the claimants. During 1991-92, no payment has been made so far. 44 claims including 43 pertaining to coal and one pertaining to pig iron are pending disposal at present.

[Translation]

SC/ST Backlog

3481. SHRI RAM NARAIN BERWA: Will the Minister of RAILWAYS be pleased to state:

(a) the backlog of vacancies reserved for Scheduled Castes and Scheduled Tribes in Railways during the last three years;

(b) the extent of backlog cleared so far; and

(c) whether Government propose to fill up remaining vacancies through special recruitment programme?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The backlog of vacancies reserved for SCs and STs in recruitment posts during the last three years is as under:

Year ending	Group A		Group B	
	SC	ST	SC	ST
31.3.88	—	4	There is no provision for direct recruitment in this Grade.	
31.3.89	—	—		
31.3.90	16	12		

Year ending	Group C		Group D	
	SC	ST	SC	ST
31.3.88	1670	3192	1346	3065
31.3.89	2312	2492	2384	4104
31.3.90	1725	2057	1556	2321

(b) The clearance of backlog is a continuous process. However, the recruitment made to clear the backlog each year, in addition to the normal recruitment, has been as under:

Year ending	Group A		Group C	
	SC	ST	SC	ST
31.3.88	—	4	1436	1320
31.3.89	—	—	2182	2302
31.3.90	—	—	1422	1676

	Group D	
	SC	ST
31.3.88	2084	2551
31.3.89	3114	4440
31.3.90*	1161	1291

*Position as on 28.2.1991. UPSC has since recommended 16 SC and 12 ST candidates for appointment to Group A against shortfall vacancies of 1990.

(c) The Special Recruitment Drive launched in the year 1990 is still continuing.

[English]

Tourism Development in Andhra Pradesh

3482. SHRI DATTATRAYA BANDARU: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether with a view to attract domestic and foreign tourists, the Government of Andhra Pradesh had submitted proposals for financial assistance during 1990-91 and 1991-92; and

(b) if so, the details thereof alongwith the financial assistance given or proposed to be given for each proposal?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) The Central Department of Tourism has extended financial assistance for the following projects during 1990-91 to the Andhra Pradesh Government:

	Amount sanctioned (Rs. in lakhs)
1. Tourist Lodge at Mawala	8.39
2. Tourist Lodge at Annevaram, East Godavari District	8.43
3. Tourist Bungalow at Venukonda	8.28
4. Wayside facilities at Elluru	8.76
5. Tourist Bungalow at Anupu/Nagarjunasagar	8.50
6. Restaurant at Warangal Fort	8.88
7. Snack Bar at Kondapally Fort	4.40
8. Restaurant at Tank Bund Hussainsagar Lake, Hyderabad	4.25
9. Floodlighting of Bora Caves	4.50
10. Water Sports equipment	9.08

During 1991-92, the following projects have been sanctioned till date:

1. Tourist Complex at Shamirpet	16.59
2. Cottages & Restaurant at Bhavani island	17.50
3. Tourist Lodge at Pembarti	09.48
4. Tourist Lodge at Penukonda	09.48
5. Tourist Lodge at Kalluru	09.48
6. Tourist Bungalow at Thalakonda	09.48

In addition, the Government of Andhra Pradesh have proposed financial assistance for a cottage complex, beach resorts at two places and publicity support at an estimated cost of Rs. 64.00 lakhs.

Committees for Billing System of DESU

3483. SHRI TARA CHAND KHANDELWAL: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Union Government have set up various committees from time to time to study the billing system of the Delhi Electric Supply Undertaking and the problems being faced by the consumers;

(b) if so, the details of the reports submitted by these committees;

(c) whether the Government have examined the reports of the committees;

(d) if so, the outcome thereof; and

(e) the details of the fresh measures the Government propose to take to simplify the billing system of DESU?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) to (d) According to the DESU, the Department of Administrative Reforms and Public Grievances had conducted a study on the simplification of procedures for billing and refund of security deposits by DESU. In their report, it has *inter-alia* been suggested to follow a uniform procedure in all the Districts for preparation of meter-sheets, introduction of rotational meter reading; identification of connections where bills have not been issued for more than a year; introduction of spot billing system on trial basis; feasibility of issuing the first bill on actual reading and the next bill on assessment basis on monthly/bi-monthly intervals; dispensing with the system of security deposit for Government accommodation and transfer of security deposits in case of private accommodation etc.

As a result of the implementation of many of the suggestions of the Study Team, and taking other measures to improve and simplify the billing procedure in DESU and gradual stabilisation of the computerised billing system, DESU has been able to considerably bring down the incidence of incorrect and delayed billing.

(e) At present the consumer billing system of DESU is computerised and is working satisfactorily. DESU has installed computer terminals in its 23 District Offices out of 24 District Offices to facilitate transmission and retrieval of the data relating to the electricity bills to and from the main Computer Centre. This facilitates in prompt attendance/redressal of the complaints regarding electricity bills. The present computerised billing system is functioning effectively. The position is reviewed from time to time by DESU in the light of the suggestions received from the consumers etc.

Poor Development of Mining Areas

3484. SHRIMATI D.K. BHANDARI: Will the Minister of COAL be pleased to state:

(a) whether the Government are aware of the poor development of coal mining areas;

(b) if so, the reasons thereof; and

(c) the steps proposed to be taken to overcome the poor development of mining areas?

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S.B. NYAMAGOUDA): (a) to (c) Prior to nationalisation of coal industry, the development of coal mining areas had been inadequate. Since the nationalisation of the industry in 1973, the coal companies have been making special efforts to improve the quality of life of both its employees and the general population. There has been significant improvement in the welfare amenities for the coal workers and in the environmental and ecological conditions in and around the coalfields. Steps in this direction are taken as part of Five Year Plans, 20 point programme, Special Component Plan for the benefit of Scheduled Castes, Tribal Sub-Plan for the benefit of Scheduled Tribes and Community Development Plan for the benefit of the general population.

Kakinada-Kotipalli Railway Line

3485. SHRI G.M.C. BALAYOGI:
SHRI K.V.R. CHOWDARY:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any scheme to

construct a railway line to linking Kakinada, Kotipalli and Amlapuram;

(b) if so, the details thereof and the steps taken so far in this regard; and

(c) if not, the reasons therefor?

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

(b) Does not arise.

(c) The results of the survey carried out in 1987 has indicated that the project is unremunerative. The Railways are facing constraint of resources at present and therefore the work could not be sanctioned.

Oil Deposits in Arunachal Pradesh

3486. SHRI LAETA UMBREY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the places where petroleum deposits have been found in Arunachal Pradesh and the likely quantity therefrom;

(b) whether any exploration work has been started there; and

(c) if so, when?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) Commercially exploitable hydrocarbon deposits have been discovered in Kharsang and Kumchai in Arunachal Pradesh. The balance recoverable reserves of oil as on 1.1.1991 of these fields are 5.7 million tonnes.

(b) and (c) Exploratory drilling was started in Kharsang field in 1968 and in Kumchai field in 1977.

Superfast Train for Kerala

3487. SHRI E. AHAMED:- Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware that there is heavy rush for reservation on Kerala-Mangala Express for Kerala and Karnataka; and

(b) if so, whether it is proposed to introduce another superfast train to Kerala atleast twice a week?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Some passengers remain on the waiting list.

(b) No, Sir.

Harnessing of Bio-Gas Energy

3488. SHRI BHUWAN CHANDRA KHANDURI: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether harnessing of bio-gas energy would reduce the rate of deforestation of Garhwal hills;

(b) if so, whether Government propose to set up more bio-gas units in the region for the purpose; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALPNATH RAI): (a) Yes, Sir. Harnessing of bio-gas energy is expected to reduce pressure on fuelwood consumption and thereby on the rate of deforestation.

(b) and (c) The State nodal department and Khadi and Village Industries Commission have taken up a target of setting up of 140 and 305 family type bio-gas units, respectively, for 1991-92 in five districts of Garhwal region of Uttar Pradesh.

Premature Retirement of SC/ST Officials

3489. SHRI ARVIND NETAM: Will the Minister of RAILWAYS be pleased to state:

(a) the number of railways officers removed or retired prematurely during 1987-1988 and 1989 and how many belonged to Scheduled Castes/ Scheduled Tribes among them; and

(b) the reason therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Information is as under:

Year	No. of removed/retired		
	Total	SC	ST
1987	12	3	1
1988	18	5	—
1989	21	5	—
Total	51	13	1

(b) Out of the above 51, eleven officers including 3 Scheduled Caste Officers were removed/dismissed/compulsorily retired as a result of disciplinary proceedings. The balance 40 officers including 10 Scheduled Caste and 1 Scheduled Tribe officers were prematurely retired in public interest under Rule 1802 (a) of Indian Railway Establishment Code Volume II.

Night Landing Facilities at Airports

3490. SHRI K.V. THANGKA BALU: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the names of the airports where night landing facilities are not available; and

(b) when such facilities are likely to be made available?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) The undermentioned airports controlled by the National Airports Authority, to which scheduled flights are being operated by Indian Airlines, do not have night landing facility:—

- (i) Dibrugarh
- (ii) Dimapur
- (iii) Imphal

(b) In approximately 2 years time.

Westland Helicopters

3491. SHRI RABI RAY: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Westland Helicopters have been grounded permanently;

(b) if so, the details thereof; and

(c) the corrective steps taken to make them functional?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir.

(b) Following an accident at Juhu, Bombay, the fleet was first grounded on December 21, 1989. It was reinducted in September, 1990 after the Hussainy Committee submitted its report. The fleet was grounded again on 9th February, 1991 in the light of the report of the sub-committee appointed by the Director General of Civil Aviation.

(c) It has not been found possible to make them functional again.

[*Translation*]

Modernisation of Power Plants in Uttar Pradesh

3492. DR. MAHADEEPAK SINGH SHAKYA: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether financial assistance was provided for the modernisation of power plants in Uttar Pradesh during 1990-91; and

(b) if so, the quantum thereof and comparative figures of assistance given to other States?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) Yes, Sir.

(b) Financial assistance amounting to Rs. 15.26 crores was given by Power Finance Corporation for Renovation and Modernisation of power plants in Uttar Pradesh during 1990-91. The comparative figures of assistance given to other States is as under:

Sl.No.	Name of the State	Financial assistance given during 1990-91 (Rs. in crores)
1.	Bihar	0.99
2.	Gujarat	1.37
3.	Haryana	0.23
4.	Himachal Pradesh	1.17
5.	Madhya Pradesh	4.27
6.	Maharashtra	2.92
7.	Orissa	5.77
8.	Punjab	4.40
9.	Tamil Nadu	1.76
10	West Bengal	4.03

Railway Land on Tehbazari

3493. SHRI SANTOSH KUMAR GANGWAR: Will the Minister of RAILWAYS be pleased to state:

(a) the railway land allotted on tehbazari is given on permanent or temporary basis;

(b) the number of years for which sanction for such allotment is accorded; and

(c) the details of total area of land of Northern Railway/North-Eastern Railway allotted on tehbazari basis?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) Fresh licensing of railway land for tehbazari is not permitted. Existing cases are allowed to continue on a temporary basis subject to requirement of the land for Railway's own use.

(c) Since tehbazari is done on a temporary basis for varying periods, the area fluctuates from time to time.

[English]

Hydel Power Projects in Rajasthan

3994. SHRIMATI VASUNDHARA RAJE:
SHRI RAMESWAR PATIDAR:

Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether there is any proposal to set up hydel power plants in Rajasthan;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) Yes, Sir.

(b) and (c) Two Small Hydro-electric schemes and three Mini Hydel Schemes are presently under execution in the State. The details of the schemes and their expected commissioning schedules is as under:—

Sl. No.	Scheme	Installed capacity(MW)	Expected schedule of commissioning
1.	Suratgarh Hydel Scheme	2×2=4	1991-92 (Both units rolled in June, 1991)
2.	Mangrol Hydel Scheme	3×2=6	1991-92 (all three units rolled in July, 1991)
3.	Charanwala Mini Hydel Scheme	1×1.2=1.2	1992-93
4.	Pugal Mini Hydel Scheme	Power House-I=1×1.5=1.5	1993-94
	Power House-II=1×.65=0.65		1991-92
5.	RMC Mahi-I Mini Hydel Scheme	2×.4=0.8	1991-92

Schemes under examination in CEA

Jakhm Hydro-electric Project with an estimated capacity of 2×4.5 MW was earlier sanctioned by the Planning Commission during October, 1984. However, based on further investigations, the features of the scheme were modified by Rajasthan State Electricity Board and the revised project report with revised installed capacity of 2×2.5 MW has been submitted to CEA during January, 1991. The project has to be given forest clearance by MOEF. The project has been cleared from environmental angle by MOEF during July, 1984.

Schemes returned to State Government

Four Hydro-electric Schemes with total installation of 372.4 MW were received in the CEA and were returned to the State Authorities for resubmission after taking into account the comments of CEA/CWC and resolution of inter-State aspects in respect of one scheme. The details of the schemes are given in the attached Statement.

STATEMENT*List of H.E. Schemes returned to Rajasthan for resubmission*

Sl. No.	Name of Scheme	Date of Project Report/Date of receipt of Report	Proposed Installed Capacity (MW)	Estimated cost (Rs. in Cr.)	Status
1	2	3	4	5	6
1.	Rahughat	June '87 June '87	4×40=160	415.00	Report returned in Feb. '88 for resubmission after resolving inter-State aspects with Madhya Pradesh.
2.	Jawai	Jan. '86 May '86	2×0.6+ 2×0.6 =2.4	6.00	State authorities asked to furnish the actual discharges as cleared by Irrigation Deptt. for assessment of power benefits. Report returned in Nov. '88.
3.	Kota Pumped Storage	Sep. '86 Sep. '86	2×100 =200	158.00(G) 3.00(T)	Returned for resubmission in Oct. '89 after carrying out further investigations and examination of alternatives. Dropped by RSEB. Alternative site for development being explored by project authorities.
4.	Mount Abu MPP	Aug. '83	2×5=10	16.00	Being MPP, power portion of the scheme could only be considered for clearance by CEA after the project is cleared by TAC. Project authorities have been advised to consider the alternative power house site to reduce length of penstock and other civil structures.

Sheds on Platforms of Delhi

3495. SHRI P. M. SAYEED: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to cover all the platforms of New Delhi and Hazrat Nizamuddin stations completely with sheds to remove the difficulties of passengers;

(b) if so, the time by which the proposal is likely to be implemented; and

(c) if not, the reasons therefor?

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

(b) Does not arise.

(c) Cover over platforms, already provided at these stations, are adequate as per prescribed norms.

Lifeline Express

3496. SHRI PIUS TIRAKY: Will the Minister of RAILWAYS be pleased to state:

(a) whether 'Lifeline Express', the first ever hospital on rails is facing a number of problems viz. shortage of nurses,

doctors, post-operation complications etc.;

(b) if so, the details thereof;

(c) the steps taken by the Government to solve the problems;

(d) the total number of patients attended by this hospital so far; and

(e) the types of ailments treated so far and proposed to be treated in this hospital?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (e) The Jeevan Rekha Project (Lifeline Express) has been launched and run by the Impact India Foundation, a voluntary organisation. As per the memorandum of Understanding the Ministry of Railways were only to make available, remodel and run/stable 3 BG coaches for the Impact India Foundation. All social, technical and medical aspects including medical equipment and staff, required for running the mobile hospital are to be undertaken by the Impact India Foundation. The Ministry of Railways has not received any reports of shortages. Impact India Foundation

proposed to provide treatment for physically handicapped (orthopaedic), visually (blindness) and auditory (deaf).

Airlinking of Ahmednagar

3497. SHRI YASHWANTRAO PATIL: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

- (a) whether the Government have any proposal to link Ahmednagar by air;
- (b) if so, the details thereof; and
- (c) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) to (c) Due to the heavy losses being sustained by it, Vayudoot has been compelled to reduce its network drastically. The airlinking of new stations is not a feasible proposition for Vayudoot at the present juncture.

Book-Stalls for SCs/STs

3498. SHRI BARE LAL JATAV: Will the Minister of RAILWAYS be pleased to state:

- (a) the criteria adopted for allotment of book-stalls at railway stations;
- (b) whether there is any provision for reservation of such stalls for SCs/STs, if not, the reasons therefor;
- (c) the total number of book-stalls allotted to SCs/STs, zone-wise; and
- (d) the total number of book-stalls on Central Railway, division-wise as on April 30, 1991 and the number of stalls allotted to SCs/STs out of them?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) As per extant policy, all new book-stall contracts are reserved for unemployed graduates, their co-operatives, partnerships, associations and co-operative societies of actual workers and vendors.

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

[Translation]

Rural Electrification in Uttar Pradesh

3499. SHRI RAJENDRA AGNIHOTRI: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

- (a) the number of the electrified villages under Jhansi and Lalitpur districts in Uttar Pradesh;

(b) the time by which the electrification is likely to be completed in the remaining villages;

(c) the number of villages proposed to be electrified every year; and

(d) the details of the funds likely to be allotted for the rural electrification schemes in that area?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) As per available information, the number of villages electrified in Jhansi and Lalitpur Districts of Uttar Pradesh as on 31-3-1991 are as under:—

Name of the district	Villages electrified as on 31-3-1991
Jhansi	513
Lalitpur	320

(b) to (d) District-wise priorities are finalised at the State level depending on the State's total target and outlays fixed by the planning Commission. There are 30,001 villages unelectrified as on 31-3-1991 in the entire State of Uttar Pradesh. The Planning Commission has allocated Rs. 7975 lakhs for electrification of 1550 villages for the year 1991-92. The Uttar Pradesh State Electricity Board proposes to electrify 10 villages in Jhansi and 15 villages in Lalitpur districts during 1991-92. Electrification of the remaining villages largely depend upon the availability of resources.

[English]

Profit by Air India

3500. DR. G.L. KANAUIA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the total profit earned by the Air India during 1990-91;

(b) whether the Government have any proposal to include some more airbuses in the fleet of Air India during 1991-92; and

(c) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Air India has earned a net profit of Rs. 81.23 crores (Provisional Estimate) during the year 1990-91.

(b) No, Sir.

(c) Does not arise.

Emergency Landing of Soviet Plane at Ahmedabad Airport

3501. DR. C. SILVERA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Soviet plane made an emergency landing at Ahmedabad airport recently;

(b) if so, the details thereof;

(c) whether any damage has been caused either to aircraft or its crew members; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) No, Sir.

(b) to (d) Do not arise.

Construction of Restaurant at Janpath Hotel

3502. SHRI M.V. CHANDRASHEKARA MURTHY: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Janpath Hotel of ITDC has undertaken massive construction of restaurant etc. on its laid out park in front of its Mandarin restaurant;

(b) if so, whether the clearance/permission has been obtained from the concerned authorities for this purpose;

(c) the details of amount sanctioned by the ITDC for this construction; and

(d) the reasons for this addition when the existing restaurants have failed to promote lucrative business?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) No, Sir. However, the area hitherto lying unused outside the Mandarin Restaurant is being converted by ITDC into an open air

food plaza by providing food stalls and putting up of sunshades in the shape of awnings.

(b) Does not arise, since no permanent construction is involved.

(c) Government has sanctioned a grant of Rs. 10.00 lakhs for this work to ITDC.

(d) The open air food plaza is meant to provide urgently needed eating facilities specially to the middle/lower income visitors/tourists to the central Delhi area.

Subsidising Air Fare to and from Agartala

3503. SHRIMATI BIBHU KUMARI DEVI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether in view of the scarce rail and road transport facilities in Tripura and the absence of rail link with the capital of the state, the Government propose subsidising air fares to and from Agartala; and

(b) if so, the decision taken in the matter?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) Both Indian Airlines and Vayudoot are charging lower fares in comparison to the normal fares for their services to and from Agartala to Calcutta and other stations in the North-Eastern Region.

Oil Exploration with Foreign Collaboration

3504. SHRI SYED SHAHABUDDIN: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the location and area of blocks which are under exploration for oil and gas with foreign collaboration and the name of the foreign collaborators;

(b) the location and area of other blocks identified for exploration with foreign collaboration;

(c) the terms and conditions for foreign collaboration already in operation;

(d) the changes, if any, in the terms and conditions offered to private sector

with foreign collaboration compared to the earlier agreements;

(e) whether foreign collaborators with necessary capital resources and technical know-how have been short-listed; and

(f) if so, the names thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) and (c) At present one block comprising 1620 sq. Kms. in the Krishna-Godavari Offshore area is being explored under a Production Sharing Contract by M/s. International Petroleum Limited and M/s. Hardy Oil and Gas (U.K.) Ltd. Exploration is also being carried out with Soviet assistance under turn-key contracts in Cauvery and West Bengal basins.

(b) and (d) About 72 blocks (both Offshore and Onshore) have been identified for exploration in the proposed Fourth Round of bidding. The Notice Inviting Tenders, which will contain the broad terms and conditions, is yet to be issued.

(e) No, Sir.

(f) Does not arise.

New site for Santa Cruz Airport

3505. SHRI MORESHWAR SAVE: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the life span of Santa Cruz Airport of Bombay is only upto 2000 A.D.;

(b) if so, the steps being taken by the Government to find out the alternative airport;

(c) whether the Government have identified the new site for this purpose; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) No, Sir.

(b) There will be a need to build another airport at Bombay early in the next century. Preliminary work in this regard has been started in order to evolve a suitable long-term plan for the additional airport.

(c) and (d) Details in this regard are yet to be finalised.

[Translation]

Linking of districts of Bihar with Capital

3506. SHRI SURYA NARAYAN YADAV: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the names of the districts of Bihar which have not been linked with air services with its Capital so far;

(b) whether it is proposed to link each district with the Capital by air-services during 1991-92;

(c) if so, the details thereof; and

(d) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Ranchi is the only station airlinked by Indian Airlines in Bihar with its Capital.

(b) to (d) Places are airlinked not on the basis of their being District Headquarters but on the basis of the economic viability of providing air services to them. It is not a feasible proposition to provide air links to all the District Headquarters in the country.

[English]

Overbridge at level crossing at Kishanganj / Dalkoha

3507. SHRI DEVENDRA PRASAD YADAV:

SHRI RAM VILAS PASWAN:

SHRI ARJUN CHARAN

SETHI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is proposal to construct an overbridge at National Highway level crossing at Kishanganj/ Dalkoha on Katihar section (Bihar);

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir; the State Government/National Highway Authority have initiated proposals for both the works.

(b) The proposal is for construction of a road overbridge in replacement of the existing level crossing No. SK/317 near Kishanganj Station on cost sharing basis jointly with the Railway and for construction of a road overbridge near Dalkoha Station on deposit terms. The works will be taken up for execution only after concrete schemes therefor are finalised and sponsored by the State Government/National Highway Authority duly consenting to share/bear the cost as per rules.

(c) Does not arise.

[*Translation*]

Air services in Madhya Pradesh

3508. SHRI VISHWESHWAR BHAGAT: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the number of places in Madhya Pradesh where air services have been provided;

(b) the names of places where air services are proposed to be extended during the current year;

(c) whether there is a proposal to develop Indore airport so as to provide landing facility to Boeing services;

(d) if so, the details thereof and when this proposal is likely to be approved;

(e) whether there is a proposal to link Indore-Bhopal-Jabalpur and Nagpur-Calcutta-Ahmedabad-Madras and if not, the reasons therefor; and

(f) whether the Union Government propose to introduce helicopter services from Indore to Pritampur?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) Raipur, Bhopal, Indore, Khajuraho and Gwalior in Madhya Pradesh are linked by air. There is no proposal to airlink any other place in the state in the Current year.

(c) Boeing services already operate to Indore.

(d) Does not arise.

(e) No, Sir. While Indore and Ahmedabad have been airlinked recently, the traffic potential does not justify introduction of services on the other

routes at the present moment. Jabalpur airport is at present not suitable for Boeing 737 operations.

(f) No, Sir.

[*English*]

Rail Accidents between Bhusawal and Badnera

3509. SHRI PANDURANG PUNDLIK FUNDKAR: Will the Minister of RAILWAYS be pleased to state:

(a) the number of accidents occurred during April 1990 to April 1991 between Bhusawal and Badnera on Bombay-Calcutta section; and

(b) the causes of the accidents?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) There were 5 train accidents between Bhusawal and Badnera stations during April 1990 to April 1991.

(b) The accidents occurred due to failure of railway staff.

Supply of Petrol, Diesel and Kerosene to Haryana

3510. SHRI RAM PRAKASH CHAUDHARY: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether there is shortage of petrol, diesel and kerosene in Haryana

(b) if so, the details of quantity of these items supplied to Haryana during the last two months; and

(c) the steps being taken by the Government to meet this shortage?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) No, Sir.

(b) and (c) Do not arise.

[*Translation*]

Bodhghat Thermal Power Project

3511. SHRI RAMESHWAR PATIDAR: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Bodhghat thermal power project in Bastar district, Madhya Pradesh is lying pending for several years;

(b) if so, the reasons therefor; and

(c) the time by which the project is likely to be implemented?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) The Central Electricity Authority have not received any proposal from the Madhya Pradesh State authorities for the installation of a Bodhghat Thermal Power Project in Bastar district, Madhya Pradesh.

(b) and (c) Do not arise.

[English]

Calicut-Bombay Air Service

3512. PROF. SAVITHRI LAKSHMANAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether frequency of Calicut-Bombay air service will be increased during the current year;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) No, Sir.

(b) Does not arise.

(c) With effect from 1st May, 1991, the daily service between Bombay and Calicut is being operated with a A-320 aircraft instead of a B-737 aircraft, thereby increasing the capacity offered from 126 to 168 seats. Due to aircraft capacity constraints, Indian Airlines is not in a position to increase the frequency on this sector for the present.

Reservation Quota in Express Trains

3513. DR. K.D. JESWANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to provide necessary facilities to the season pass holders and to increase the reservation quota in Express trains like Karnavati, Navjeevan, Gorakhpur, Cochin and Bangalore etc.;

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

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c) Necessary

travel facilities to Season Ticket holders are already available for travel in unreserved coaches of most of the passenger trains and some of the Mail/Express trains. They are, however, not permitted to travel by these trains, being long distance superfast Express trains.

[Translation]

College in Rai and Khelari Collieries of Bihar

3514. SHRI RAM TAHAL CHAUDHARY: Will the Minister of COAL be pleased to state:

(a) whether there is no college in the Rai and Khelari collieries of Bihar under the Central Coalfields Limited;

(b) if so, whether there is any proposal to open a college there; and

(c) if so, the time by which it is likely to be opened?

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S.B. NYAMAGOUDA): (a) There is no College in Rai Colliery under Central Coalfields Limited (There is no Colliery by the name Khelari Colliery).

(b) No, Sir. There has been no demand for the same from the employees.

(c) Question does not arise.

[English]

Conversion and Extension of Nadiad-Kapadvanj Section

3515. SHRI GABHAJI MANGAJI THAKORE: Will the Minister of RAILWAYS be pleased to state:

(a) the progress made so far in the conversion of Nadiad-Kapadvanj line and its extension upto Modasa;

(b) the works proposed to be undertaken during 1991-92; and

(c) when the project is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) 41%.

(b) Conversion work will be progressed during 1991-92.

(c) The completion of the work will depend on availability of resources in the coming years.

New Aerodrome in Kerala

3516. SHRI T.J. ANJALOSE: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the details regarding expansion of the aerodromes in Kerala;

(b) whether there is any proposal to construct new aerodromes in Kerala; and

(c) if so, the locations thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) The National Airports Authority has no plans for expansion of aerodromes in Kerala.

(b) No, Sir.

(c) Does not arise.

Passenger Trains between Dhanbad and Tatanagar

3517. SHRI BASUDEB ACHARIA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have any proposal to introduce a passenger train between Dhanbad and Tatanagar via Patherdih and Sudamdih; and

(b) if so, when?

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

(b) Does not arise.

New Broad Gauge Lines in Gujarat

3518. SHRI DILEEP BHAI SANGHANI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government of Gujarat had requested the Union Government for laying new broad gauge railway lines in the State;

(b) if so, the names of places where these are proposed to be laid; and

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

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

(b) The following proposals have been received:

- i) Bhavnagar-Tarapore
- ii) Valsad-Dharampur-Nasik; and
- iii) B.G. links to Bedi, Navalakhi and Okha ports.

(c) The lines at (i) and (ii) above cannot be taken up at present due to constraint of resources. Linking of Bedi, Navalakhi and Okha ports with BG lines can be taken up as deposit works as these are required to meet the specific demand of single user i.e. port authorities. State Government has been suitably advised.

[Translation]

Regularisation of IA Flight Nos. IC-409 and IC-410

3519. SHRI LALIT ORAON: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Indian Airlines daily flight Nos. IC-409 & IC-410 had taken off late during May and June, 1991;

(b) whether the Government propose to maintain time schedules of these flights; and

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

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Out of a total of 122 flights which operated ex-Delhi (IC-409) and ex-Calcutta (IC-410) during May and June, 1991, 84 flights were delayed due to engineering snags, weather, air traffic control and miscellaneous reasons.

(b) and (c) With effect from 1 August, 1991, the departure of IC-410 from Calcutta has been revised from 0615 hrs to 0710 hours so that the delays due to weather conditions at Ranchi could be minimised. Indian Airlines is monitoring the punctuality of operations of IC-409/410 to bring about an improvement in the situation.

[English]

Pipeline from Bombay High to Tamil Nadu

3520. SHRI ANBARASU ERA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government of Tamil Nadu has sought approval for laying a natural gas pipeline from Bombay High to Tamil Nadu;

(b) if so, the details thereof; and

(c) if not, whether the Union

Government propose to consider the proposal of laying the said pipe line?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) to (c) The question of a Southern Gas Grid is being examined by an Inter-Ministerial Group. **Vayudoot Service from Dhanbad and Jamshedpur to Patna**

3521. SHRI RAM NARESH SINGH: Will the Minister of **CIVIL AVIATION AND TOURISM** be pleased to state:

(a) whether the Vayudoot services are operating from Dhanbad and Jamshedpur to Patna;

(b) if not, the reasons therefor; and

(c) whether the Government propose to re-introduce these services in the light of importance of these cities and inadequate existing transport links?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) No, Sir.

(b) and (c) Due to commercial and operational reasons, Vayudoot Limited has been forced to reduce its network drastically in various States of the country. It does not propose to extend its services at the present juncture.

Name of the project	Type	Capacity(MW)
(i) Lower Borpanti	Hydel	2x50
(ii) Dhansiri	Hydel	15x1.33
(iii) Lakwa Gas Turbine	Thermal	4x15
(iv) Lakwa Waste Heat	Thermal	1x22

Various other measures being taken to improve the availability of power include expediting commissioning of new generating capacity, improving the performance of existing power stations, reduction of T & D losses, implementation of demand management and energy conservation measures and arranging transfer of energy from surplus to deficit areas.

Direct Train Service from Tripura to Guwahati

3523. SHRI DWARKA NATH DAS: Will the Minister of **RAILWAYS** be pleased to state:

(a) whether there is any proposal to

Power Requirement in Assam

3522. SHRI NURUL ISLAM: Will the Minister of **POWER AND NON-CONVENTIONAL ENERGY SOURCES** be pleased to state:

(a) the total requirement and generation of power in Assam and the power share of Assam from the Central pool and other sources; and

(b) the steps taken or proposed to be taken to meet the shortage in the State?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) During the period April, 1991— July, 1991, the energy requirement in Assam was 699 million units against which the availability from Assam's own generation, share from Central Stations and assistance from neighbouring System/States was 649.5 million units, which represents a shortage of 49.5 million units (7.1%).

(b) In order to improve the availability of power in the State, the following projects are under execution by the Assam State Electricity Board:

introduce a direct Express-cum-passenger train from Tripura (Kumarghat) to Guwahati (Assam) to meet the long standing demand of passengers of that area; and

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

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

(b) Introduction of any additional train across the Lumding-Badarpur section is not presently feasible due to operational and resource constraints.

[Translation]

Import of Plants Power Generating from Garbage

3524. SHRI RAM LAKHAN SINGH YADAV: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Government have imported plants for generating power out of garbage;

(b) if so, the names of places where these plants have been set up and the price of each plant; and

(c) the details of plants in operational and those which are out of order and the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALPNATH RAI): (a) A Refuse Incineration-cum-Power Generation Project, with research and development ramifications, was set up in 1987 with Danish assistance. The project was installed on a turn-key basis by a Danish company which supplied the plant and equipment and was also responsible for its design and for providing the requisite technology.

(b) The project has been set up in Delhi at a cost of about Rs. 25 crores, including Danish assistance.

(c) In July, 1990 the Government decided to wind up the project, as the Danish company failed to demonstrate successful operation of the plant.

Rural Electrification in Uttar Pradesh

3525. SHRI RAJNATH SONKAR SHASTRI:

SHRI RAM BADAN:

Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether any survey has been conducted for electrification of Ghazipur, Balia, Jaunpur, Azamgarh and Mhow districts of Uttar Pradesh during 1987-88, 1988-89 and 1989-90;

(b) if so, the details thereof and the number of projects set up by the Government to improve the electricity supply in these districts, District-wise details;

(c) the expenditure and the extent to which these schemes have been implemented; and

(d) the number of villages in each district where electrification has been made during the last three years, the number of unelectrified villages and the time by which the remaining villages in each district are likely to be electrified?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) to (d) According to the information available, no formal survey for village electrification in Ghazipur, Balia, Jaunpur, Azamgarh and Mhow districts of Uttar Pradesh was conducted in 1987-88 to 1989-90.

The number of villages electrified in each of these districts during the last three years is as under:—

S. No	District	Total No. of villages as per 1981 Census	No. of Villages electrified during last three years	Total No. of electrified villages as on 31.3.1991
1.	Ghazipur	2540	Nil	2540
2.	Balia	1920	214	1722
3.	Jaunpur	3254	189	2954
4.	Azamgarh } Mhow }	4935	401	4528

Funds for rural electrification are not allocated by the Planning Commission for

specific districts/villages and the priority in this regard is decided by the State

Govt. within the overall allocation for the State from year to year. The schedule for electrification of the remaining villages in the above districts will depend on the allocations made by the State Govt. for these districts within the overall allocation approved by the Planning Commission for the State. However, as on 31.3.1991, out of total 1,12,566 villages as per 1981 Census, 82,565 villages stands electrified in the State of Uttar Pradesh.

[English]

Profitability and Denationalising Coal India Limited

3526. SHRI HARIN PATHAK: Will the Minister of COAL be pleased to state:

- (a) whether the Coal India Limited is running in profit;
- (b) if so, the details thereof
- (c) whether the Government propose to denationalise the Coal India Limited; and
- (d) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S.B. NYAMAGOUDA): (a) and (b) No Sir, Coal India Limited has been incurring losses since inception except for the years 1981-82 and 1989-90 when it earned profits of Rs. 34.20 crores and Rs. 80.13 crores respectively.

(c) There is no such proposal for the present.

(d) Does not arise.

World Bank Loan for Exploration and Import of Oil

3527. SHRI K. THULASIAH VANDAYAR: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the total quantity and value of oil produced indigenously and imported;

(b) whether the Government are seeking any World Bank loan for more exploration and imports of oil due to devaluation of the rupee recently; and

(c) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) During 1990-91, approximately 33 million tonnes of crude oil was produced indigenously, the value of which is approximately Rs. 7375 crores at the price of Rs. 2235 per tonne, payable by the refineries. About 29.36 million tonnes of crude oil and petroleum products were imported at a cost of Rs. 10779 crores.

(b) No, Sir.

(c) Does not arise.

Procurement of Medical Equipments by Coal India Limited

3528. SHRI M.V. CHANDRASHEKARA MURTHY: Will the Minister of COAL be pleased to state:

(a) whether the Coal India Limited and its subsidiary companies have placed orders for procurement of sophisticated medical equipments for their various hospitals from abroad;

(b) if so, the locations of the hospitals together with the details of equipments proposed to be purchased from abroad for use by them; and

(c) the expenditure involved for procurement of new equipments?

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S.B. NYAMAGOUDA): (a) Yes, Sir.

(b) and (c) The details in regard to location of hospitals, name of equipments to be procured and the expenditure involved are given in the attached statement.

STATEMENT

Company	Location of Hospital	Name of Equipment	Value
Western Coal-fields Limited	WCL Head quarter (Nagpur)	BREATHING APPARATUS	US \$ 1591
	Barkui Chhindwara.	COMPUTERISED PULMONARY FUNCTION LABORATORY EQUIPMENT	US \$ 151339.37
Eastern Coal-fields Limited	Kalla, Asansol, Burdwan.	UNDER-WATER CUTTING DIATHERMY MACHINE	DM 13509

Company	Location of Hospital	Name of Equipment	Value
Bharat Cooking Coal Limited	Central Hospital, Dhanbad.	BLOOD GAS ANALYSER	US \$ 41204
		PATOTHERAPY UNIT & JAUNDICE METER	US \$ 6798.
		HOLTER MONITOR	£ 12880
		INCUBATOR	£ 12923
Central Coal-fields Limited	Central Hospital, Ranchi.	COMBILASER (one set)	Rs. 30.00 Lakhs*
		ENDOSCOPIC EQUIPMENT	DM 146895
South Eastern Coalfields Limited	Talcher	COMPUTERISED TREAD MILL (one set)	£ 28470 (FOB)
	Bilaspur	COMPUTERISED TREAD MILL (one set)	
	Bilaspur	2 (D) ECHO COLOUR DOPPLER (one set)	\$ 85660 (FOB)
	Bilaspur	PROBE FOR ULTRA SOUND SCANNER (one set)	JY 975000 (FOB)
Northern Coal-fields Limited	Central Hospital, Singrauli.	COMPUTERISED STRESS TEST SYSTEM WITH TREAD MILL (one set)	\$ 30387.5
		TREATMENT UNIT WITH SILICON-GEL FILLED CONDUCTIVE WARMTH MATTRESS	DM 13680
		COMPACT ENT TREATMENT UNIT (one set)	DM 63665
		SHIN NIPPON Q-R-007 N AUTO REFRACTOMETER (one set)	JY 750000

*Payment to be made in Indian currency.

Railway Recruitment Boards

3529. SHRI RAM KAPSE: Will the Minister of RAILWAYS be pleased to state:

(a) the recruitment procedures followed by Railway Recruitment Boards;

(b) the category of posts for which recruitment is made through these Boards;

(c) the number of posts filled in during the last three years, year-wise;

(d) the scheme of examinations including the medium of examination for written, oral or aptitude test; and

(e) to what extent the use of regional languages are permitted/encouraged in the examinations?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI

MALLIKARJUN): (a) to (e) A statement is attached.

STATEMENT

(a) The recruitment procedures involve inviting of applications, scrutiny thereof, conducting of written examinations, interviews and finally selection of candidates on the basis of merit position.

(b) Railway Recruitment Boards recruit candidates for Group 'C' posts covering both technical and non-technical categories. The posts, inter-alia include Office Clerks, Commercial Clerks, Ticket Collectors, Assistant Permanent Way Inspectors, Train Examiners etc.

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

(d) and (e) Railway Recruitment

Boards recommend the candidates for appointment on the basis of merit list prepared in accordance with their performance in written test and interview, limited to the number of vacancies.

The medium for written test and interview is either English or Hindi.

[Translation]

Power Generation in Eighth Plan

3530. SHRI DAU DAYAL JOSHI:

SHRI RAJENDRA KUMAR SHARMA:

Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the total power generated in different power sectors during the Seventh Five Year Plan period;

(b) the details of the Quantum of power likely to be generated in the Eighth Plan, Sector-wise;

(c) whether the Government propose to distribute it equally among the State in order to avoid regional imbalance; and
(d) if not, the reasons thereof?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) The total energy generated in different sectors at the end of Seventh Plan period i.e. 1989-90 was as under:—

Sector	Energy Generation (Million Units)
Central Sector	77803
State Sector	155489
Private Sector	11849
TOTAL	245141

(b) to (d) The 8th Plan has not been finalised so far by the Planning Commission.

[English]

Publicity in Hindi

3531. SHRI DAU DAYAL JOSHI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the amount earmarked for printing of publicity material in Hindi to attract tourists are inadequate in comparison to materials published in English or other languages;

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

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) No specific amount is earmarked for printing of publicity material in Hindi or any other language by the Department of Tourism.

(b) and (c) Does not arise.

[Translation]

LPG Through Pipeline in Rajasthan

3532. SHRI DAU DAYAL JOSHI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether there is any scheme under consideration regarding distribution of LPG through pipe lines in Kota, Anta and Bara areas in Rajasthan; and

(b) if so, the progress made in this regard and when it is likely to be started in these areas?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) No, Sir.

(b) Does not arise.

[English]

Drilling in Maharashtra

3533. SHRI ANNA JOSHI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the outcome of the oil and gas exploration by the Oil and Natural Gas Commission and the Oil India Limited in Maharashtra; and

(b) the schemes formulated by the Government to utilise gas explored at different places in the State?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a)

Geoscientific surveys were carried out by ONGC in parts of Maharashtra but so far no prospects have been identified. Oil India Limited have no petroleum exploration licences in the State of Maharashtra.

(b) Does not arise.

Black Marketing of Petrol and LPG Agencies in Maharashtra

3534. SHRI ANNA JOSHI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state the district-wise details of action taken or being taken by the Government against petrol/diesel retail outlets and LPG agencies who

have been found selling petroleum products in black market in Maharashtra during the last one year?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B SHANKARANAND): A Statement is enclosed.

STATEMENT

(JULY-1990 TO JUNE-1991)

Districts	Number of Cases	Action taken or being taken
(1) against Petrol/Diesel Retail Outlets		
Chandrapur	1	Suspension of Sales and Supplies for 15 days
Dhule	2	-do-
Satara	1	-do-
(2) Against LPG Agencies		
Pune	3	Distributor had been suitably warned not to over charge for refills
Nasik	1	-do-
Kolhapur	1	-do-
Sangli	1	Complaint not established
Ahmed Nagar	2	Under investigation
Jalna	1	-do-

Supply of Natural Gas in Maharashtra

3535. SHRI ANNA JOSHI:
SHRI GOVINDRAO NIKAM:
SHRI C.P. MUDALAGIRI-
YAPPA:

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

(a) whether the Government of Maharashtra has submitted the feasibility project report regarding supply of natural gas to Bombay. Thane and Pune cities through pipelines; and

(b) if so, the action taken thereon?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) No Sir, However GAIL has submitted a Detailed Feasibility Report for a city gas distribution system in Bombay.

(b) Does not arise.

[Translation]

Flights from Hyderabad to Foreign Countries

3536. SHRI RAMCHANDRA VEERAPPA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the details of flights of the Air India from Hyderabad to foreign countries;

(b) whether the number of flights are adequate to cater the full demand of passenger traffic;

(c) if not, whether the Government propose to increase the number of flights; and

(d) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Presently, Air India connects Hyderabad to Jeddah bi-weekly via Bombay.

(b) Yes, Sir.

(c) and (d) Do not arise.

[English]

Optimisation Techniques for Energy and Power Consumption

3537. SHRI SUSHIL CHANDRA VARMA: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether any study has been made by the Centre for Human Settlement and Environment, Bhopal on optimisation techniques for energy and power consumption in the context of industrial use and submitted its report to the Union Government;

(b) if so, the details of the recommendations made by the organisation in its report; and

(c) the reaction of Government thereto?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) to (c) A Study on optimisation techniques for Power and Energy consumption and stabilisation of power systems in the context of industrial use, sponsored by the Department of Power, was conducted by the National Centre for Human Settlement and Environment, Bhopal, in the three industrial clusters of Madhya Pradesh, namely, Mandideep, Dewas and Pithampur. The Study has, inter-alia, suggested steps for power management through optimisation techniques, shifting of loads, rescheduled pattern of demand for the industries in these clusters by staggering of maximum demand and shifting of non-essential loads. The recommendations of the Report are referred to the Madhya Pradesh State Electricity Board who would examine the technical aspects of the intra-load shifting within the cluster of industries.

[Translation]

Development of Habibganj Station

3538. SHRI SUSHIL CHANDRA VARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is no shed at both the platforms of the Habibganj railway station;

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

(c) whether there is any scheme for the development of the station;

(d) if so, the details thereof and the expenditure likely to be incurred thereon; and

(e) when it is likely to be implemented?

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

(b) to (d) Habibganj station is to be developed under the scheme of provision of 'Coaching terminal facilities'. This work has been approved in 1989-90 at a cost of Rs. 9.97 crore. Expenditure to the tune of Rs. 0.75 crore has been incurred on the project upto 31.3.1991 and an outlay of Rs. 2.81 crore has been provided for the work during 1991-92. Sheds measuring 100m x 7m each are proposed to be provided on both the platforms of Habibganj under this scheme.

(e) The Completion of the work will depend upon availability of resources in the coming years.

[English]

Urjagram Scheme in Kerala

3539. SHRI P.C. THOMAS: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether there is power crisis in Kerala;

(b) if so, the steps proposed to be taken in this regard;

(c) whether there is any proposal to electrify the remaining villages in Kerala;

(d) if so, the details thereof;

(e) whether there is any proposal to include Kanayankavayal in Kottayam district under the Urjagram scheme; and

(f) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) In Kerala, during July, 1991, as against the requirement of 600 MUs of energy, the availability was to the extent of 583 MUs, resulting in a shortage of 17 MUs (2.8%).

(b) Various measures being taken to improve the availability of power include expediting commissioning of new generating capacity, implementation of short gestation projects, improving the performance of existing power stations, reduction of transmission and distribution losses, implementation of demand management and energy conservation measures and arranging transfer of energy from surplus to deficit areas.

(c) and (d) Kerala has already achieved cent per cent village electrification.

(e) and (f) There is no proposal at present to include Kanayankavayal village in Idukki District under the Urjagram Scheme since the State Nodal Agency had already initiated action for the establishment of an Urjagram in another village in the same District.

Gas Pipeline from Bombay High to Cochin

3540. SHRI P.C. THOMAS: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether there is any proposal to lay a gas pipeline from Bombay High to Cochin; and

(b) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) and (b) The proposal for a Southern Gas Grid is being examined by an Inter-Ministerial Group.

Petroleum Reserves in Bombay High—Cochin Coastal Belt

3541. SHRI P.C. THOMAS: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether there are tremendous petroleum reserves in coastal belt from Bombay High to Cochin; and

(b) if so, the steps taken or proposed to be taken to tap such a vast belt and the foreign assistance sought in respect of investment and high technology in this regard?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) and (b) While crude oil is already being produced from

the Bombay offshore basin, exploration in the Kerala-Konkan offshore basin has not yielded any success so far.

Twelve blocks in the Kerala-Konkan basin and Four deep water blocks in the Bombay offshore basin are being offered for exploration in the Fourth Round of bidding.

Increase in passengers capacity on Cochin-Bombay Sector

3542. SHRI P.C. THOMAS: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Indian Airlines flights have been extended to some new places and if so, the details thereof?

(b) whether passenger capacity has been increased in some sectors and if so, the details thereof; and

(c) whether there is any proposal to increase the passenger capacity in Cochin-Bombay sector and increase the number of flights to meet the growing need of passengers traffic?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir. Effective August 1, 1991, Indian Airlines has restored its services to Gwalior, Kanpur and Allahabad.

(b) Yes, Sir. Effective August 1, 1991, Indian Airlines has increased its capacity on Hyderabad-Bombay, Hyderabad-Delhi and Calcutta-Madras sectors by introducing additional A-320 flights and also by replacing B-737 services with A-320 services.

(c) No, Sir.
[Translation]

Dehar-Bhiwani Power Line

3543. SHRI GIRDHARI LAL BHARGAVA: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the work to lay 400 K.V. Dehar Bhiwani line had been started under Beas Transmission system stage-II in 1980;

(b) whether delay is on account of resentment by the landowners of Himachal Pradesh;

(c) whether the Government of Punjab

has also backed out to share of cost spent on this scheme;

(d) the extent of amount spent by Rajasthan thereon;

(e) whether it is a fact that Rajasthan may not be benefited by this line; and

(f) if so, whether Union Government propose to reimburse the amount spent by the 'State Government of Rajasthan and if so, when?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) to (c) Yes, Sir.

(d) to (e) The construction of 400 K.V. Dehar-Bhiwani transmission line was started in 1980 by Beas Construction Board (BCB) for evacuation of power from Dehar Power Plant Stage-II (Himachal Pradesh). Originally the line was to be routed through Patiala but the Government of Punjab disagreed to share its cost as according to them the line will not give any benefit to their System. In view of this it was decided that the share of Punjab for the line from 1984-85 onwards shall be met by the States of Haryana and Rajasthan. Accordingly, the Rajasthan's share upto 30.6.1991 is estimated at about Rs. 37.50 crores.

The line was commissioned in January, 1990. Rajasthan is the major beneficiary of this line and continues to draw its share of power from the Dehar Power Project over this line and 220 K.V. System' connecting Rajasthan and Haryana with B.B.M.B. System. This line also helps in providing system stability and voltage support to the Rajasthan alongwith the other system.

As the line is not covered under Centrally Sponsored Programme of Central Government's loan assistance to the States, the question of any reimbursement to Rajasthan for the construction of this transmission line does not arise.

[English]

Tourism Lodges etc. in Various States

3544. SHRI CHETAN P.S. CHAUHAN:
SHRI BALRAJ PASSI:
SHRI VIRENDRA SINGH:
SHRI PRABHU DAYAL
KATHERIA:
SHRI PRITHAVIRAJ D.
CHAVAN:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the number and details of the tourist lodges, hotels and yatri niwas constructed with the central financial assistance during 1990-91 and 1991-92 (till date) in the country and particularly in Uttar Pradesh, Gujarat, Andhra Pradesh and Maharashtra;

(b) the amount allocated for each proposal submitted by the State Government for this purpose; and

(c) the steps, proposed to be taken by the Union Government to develop tourism and to attract more foreigners to these States during 1991-92 ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) The Central Department of Tourism does not provide financial assistance for construction of hotels. During 1990-91, financial assistance was extended for construction of 72 tourist lodges and 4 yatri niwas amounting to Rs. 1066.61 lakhs and Rs. 170.22 lakhs respectively. During 1991-92 (till date) Central assistance has been sanctioned for construction of 17 tourist lodges amounting to Rs. 234.83 lakhs.

In respect of the projects of Uttar Pradesh, Gujarat, Andhra Pradesh and Maharashtra, details are given in the attached statement.

(c) The Department of Tourism has taken a number of steps to develop tourism which include extending financial assistance to the State Governments for development of tourism infrastructure and effective publicity and promotion in Overseas markets.

STATEMENT

*Tourism Lodges & Yatri Niwases Sanctioned by the Central Department of Tourism for
Uttar Pradesh, Gujarat, Andhra Pradesh and Maharashtra*

(Rs. in lakhs)

STATE	TOURIST LODGES		YATRI NIWASES	
	Number	Amount Sanctioned	Number	Amount Sanctioned
1990-91				
Uttar Pradesh	14	113.03	1	40.20
Gujarat	3	50.24	—	—
Andhra Pradesh	4	33.60	—	—
Maharashtra	1	12.06	—	—
1991-92				
Uttar Pradesh	—	—	—	—
Gujarat	2	27.26	—	—
Andhra Pradesh	6	72.01	—	—
Maharashtra	—	—	—	—

Theft of Railway Materials

3545. SHRI CHETAN P.S. CHAUHAN:
SHRI BALRAJ PASSI:
SHRI MAHESH KUMAR
KANODIA:
SHRIMATI SUMITRA
MAHAJAN:
SHRI RAMESH CHAND
TOMAR:
SHRIMATI MAHENDRA
KUMARI:

Will the Minister of RAILWAYS be pleased to state:

(a) whether attention of the government has been drawn to the newsitem captioned 'No decline in Theft of Railway materials' appearing in the Hindustan Times dated July 22, 1991;

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

(c) the action taken against the erring officials; and

(d) the steps taken/proposed to be taken to check such thefts?

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

(b) There has been only marginal fluctuation in thefts of railway property during the period 1986-87 to 1988-89. However, the Railway Administration is taking preventive steps to further reduce the incidence of crime against the Railway property.

(c) Since there is no significant increase in crime, no question arises of action against officials.

(d) The following measure are being taken to prevent thefts and pilferage of railway property:—

- Escorting of trains carrying valuable and important consignments as far as possible.
- Intensive beat patrolling in yards and other vulnerable areas / sections.
- Joint checking at interchange points to take stock of the condition of wagons carrying consignments vulnerable to theft etc.
- RPF armed pickets are posted / deployed in vulnerable sections as far as possible.
- Plain clothed RPF personnel are also deployed to collect crime intelligence with a view to tracking down the criminals.
- Dog squads are deployed for patrolling in vulnerable yards and areas as per their availability.
- Close co-ordination between the RPF, the GRP and the local police is maintained at various levels to deal with criminals and receivers of stolen property.

Allotment of Quarters

3546. SHRI BALRAJ PASSI:
SHRI VIRENDRA SINGH:
SHRI TEJ NARAYAN SINGH:

Will the Minister of RAILWAYS be pleased to refer to the reply given on September 4, 1990 to unstarred Question No. 4299 regarding Allotment of Quarters in Delhi/New Delhi and state:

(a) the number of type I quarters allotted during October, 1990 till date, in Delhi/New Delhi in the Water Supply department of Northern Railway;

(b) whether these quarters have been allotted as per seniority in service;

(c) whether any out of turn allotments have been made during this period;

(d) if so, the number of such allotments made and the reasons therefor; and

(e) the number of quarters likely to be made available for allotment during next year?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Six.

(b) No, Sir. As per extent rules quarters are allotted on the basis of priority of registration. However, earlier the criteria followed, for allotment was seniority in service;

(c) No, Sir.

(d) Does not arise.

(e) One.

Tourism Potentiality in Gujarat

3547. SHRI MAHESH KUMAR KANODIA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased:

(a) the details of the proposals submitted by the Government of Gujarat to tap the tourism potential in the State during 1990-91 and till date;

(b) the proposals which have been approved by the Union Government and the financial assistance released for each project during the above period; and

(c) the steps taken or proposed to be taken to attract more foreign tourists in Gujarat?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVARAO SCINDIA): (a) and (b) The Central

Department of Tourism has extended financial assistance in the following projects during 1990-91:—

	Amount sanctioned (Rs. in lakhs)
1. Wayside amenities at Vapi	15.18
2. Wayside amenities at Anand	8.51
3. Tourist complex at Somnath	16.73
4. Tourist Lodge at Ambaji	17.94
5. Beach Resort at Madhopur	16.11
6. Tourist Complex at Ubharat	15.57
7. Wayside amenities at Harshad	8.51
8. Kite Festival	1.95

During 1991-92, the following projects have been sanctioned till date:—

	Amount sanctioned (Rs. in lakhs)
1. Tourist Complex at Shyamlaaji	16.27
2. Tourist Lodge at Bhimnath	11.39
3. Upgradation and renovating properties of Tourism Corporation of Gujarat Limited.	36.87

In addition, the Government of Gujarat have proposed financial assistance for tourist complex at four places, a yatri niwas, two tourist lodges, purchase of tents and paddle boats and publicity support at an estimated cost of Rs.175.00 lakhs during 1991-92.

(c) The Central Department of Tourism is making efforts to attract more foreign tourists through publicity and promotional efforts alongwith strengthening of the tourism infrastructure in the State.

Cement Sleeper Factory for Konkan Railway Project

3548. SHRI RAM KAPSE: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any scheme to establish a cement sleeper factory for

Konkan Railway Project; and

(b) if so, the location and other details thereof?

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

(b) Prestressed concrete sleeper factories are planned to be established at Kaikani in Karnataka, Chiplun and Kankavali in Maharashtra and Madgaon in Goa for manufacture and supply of 3 lakhs track sleepers from each factory. One more factory is also planned at Madgaon in Goa for manufacture and supply of 650 sets of concrete sleepers for turn-outs. The factory at Kaikani is expected to go into trial production in October, 1991. Contracts for the factories at chiplun and Kankavali and for turn-out factory at Madgaon have been finalised.

Transportation of Cement

3549. SHRI M.R. KADAMBUR JANARTHANAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether there are complaints from cement industry about inadequate railway transport facilities; and

(b) if so, the steps being taken by the Government to redress the grievances of the cement industry?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) Railways are lifting cement as per the target fixed in consultation with the Planning Commission. Cement Industry however is asking for rail movement of more cement than the target. Taking into consideration the demand and the targets fixed in consultation with the Planning Commission for rail transportation of other core sectors like coal, foodgrains, fertiliser, petroleum products, steel plants, raw material to steel plants and export ore etc., it is not feasible to move more cement by rail than the target.

[Translation]

Corporation for construction of Inter-State Railway lines

3550. SHRI GIRDHARI LAL BHARGAVA : Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to set

up a corporation for supervising the construction work of inter-State railway lines; and

(b) if so, the names of such railway lines proposed to be constructed to link Rajasthan with other States and the time by which decision is likely to be taken thereon?

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

(b) Does not arise.

Tourist facilities in ITDC Hotels

3551. SHRI GIRDHARI LAL BHARGAVA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the total number of hotels being run by the India Tourism Development Corporation in the Country and the criterion for their classification;

(b) the location of these hotels, the total number of rooms in each of them and daily rates thereof;

(c) whether rooms for middle class tourists are available in these hotels;

(d) if so, the details of the accommodation available for middle class tourists in ITDC hotels and their rates; and

(e) the steps being taken by the Government to provide comfortable and inexpensive lodging to the middle and higher class tourists?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Presently ITDC owns and operates 25 hotels in the country. The classification of hotels, both in the public and private sectors is done by Classification Committees constituted by Government and with representatives of travel trade and hotel industry. This is a voluntary scheme covering 1 to 5 Star Deluxe categories of hotels.

(b) to (d) The requisite information is given in the attached statement. Hotels of 3-Star category and below offer reasonably priced accommodation.

(e) The Central Government assists State Governments / Union Territories to set up inexpensive lodging in the form of

Yatri Niwases / Yatrikas at different tourist destinations. The Government also encourages private investment in the accommodation sector by providing

fiscal incentives, subsidies and tax rebates, specially for inexpensive accommodation.

STATEMENT

Sl. No.	Name of the unit with location	Star category	Capacity		Present room tariff (in Rs.)	
			Rooms	Beds	Single a/c	Double a/c
1	2	3	4		5	
1.	Ashok Hotel New Delhi	*5 Star Deluxe	571	934	1800	1950
2.	Hotel Samral New Delhi	*5 Star	247	486	1450	1600
3.	Qutab Hotel, New Delhi	*5 Star	92	220	950	1100
4.	Ashok Radisson Hotel, Bangalore	*5 Star	181	362	850	1000
5.	Ashok Radisson Lalitha Palace Hotel, Mysore	*5 Star	54	106	1100	1250
6.	Ashok Radisson Beach Resort, Kovalam	*5 Star	125	250	1100	1250
7.	Hotel Airport Ashok, Calcutta	*5 Star	149	298	1300	1450
8.	Hotel Agra Ashok, Agra	*5 Star	55	110	1050	1200
9.	Hotel Kanishka, New Delhi	*4 Star	317	634	1350	1500
10.	Hotel Janpath, New Delhi	*4 Star	213	360	800	950
11.	Hotel Varanasi Ashok, Varanasi	*4 Star	84	168	800	950
12.	Hotel Jaipur Ashok, Jaipur	*4 Star	63	126	800	950
13.	Laxmi Vilas Palace Hotel, Udaipur	*4 Star	54	108	900	1050
14.	Hotel Ranjit, New Delhi	*3 Star	186	226	395 (350)@	695 (550)@
15.	Lodhi Hotel, New Delhi	*3 Star	207	255	625	775
16.	Hotel Jammu Ashok, Jammu	*3 Star	48	96	525(300)@	675(425)@
17.	Hotel Khajuraho Ashok, Khajuraho	*3 Star	38	76	600	750
18.	Hotel Patliputra Ashok, Patna	*3 Star	46	92	550	700
19.	Hotel Madurai Ashok, Madurai	*3 Star	43	86	395	695
20.	Temple Bay Ashok Beach Resort, Mamallapuram	*3 Star	22	44	395	695
21.	Hotel Bodhgaya Ashok, Bodhgaya	*3 Star	30	60	650	800
22.	Hotel Aurangabad Ashok, Aurangabad	*2 Star	66	132	395	695
23.	Hotel Kalinga Ashok, Bhubaneswar	*2 Star	64	128	395	695
24.	Hotel Hassan Ashok, Hassan	*1 Star	46	92	395(325)@	695(450)@
25.	Ashok Yatri Niwas, New Delhi	Economy Class	548	1238	— (180)@	—(250)@
		Total	<u>3549</u>	<u>6687</u>		

Construction of new metre gauge lines

3552. SHRI GIRGHARI LAL BHARGAVA: Will the Minister of RAILWAYS be pleased to state:

(a) the comparative per Km. cost of conversion of meter gauge line into

broad gauge vis-a-vis the cost of construction of new broad gauge line; and

(b) whether the Government propose to give priority to the construction of new metre gauge lines instead of converting the existing metre gauge lines into broad gauge?

*As per Hotel and Restaurant Approval and Classification Committee.

@Figures shown in bracket indicate Non-A/C Tariff.

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The present cost of conversion is Rs. 75 lakhs per km. and cost of new BG line per km. is Rs. 1 crore.

(b) No, Sir.

[English]

Electrification of Kharagpur-Khurda Section

3553. DR. KARTIKESWAR PATRA:
SHRI ANADI CHARAN DAS:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Committee constituted by the Government in April 1989 for the future programme of electrification of the Indian Railways have since submitted its report;

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

(c) the action taken / proposed to be taken for electrification of the Kharagpur-Khurda Section of the South-Eastern Railway?

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

(b) Out of about 10,000 RKMS proposed to the Committee by Zonal Railways, the Committee have recommended electrification of 2510 RKMS spread over the period 1990-2005. Planning Commission have advised the Ministry of Railways that the recommendations of the committee will form one of the inputs while formulating plan proposals for Railway electrification. Electrification proposals are now being processed on techno economic merits and operational requirements on a section by section basis.

(c) In view of resources constraint and relative priorities for electrification there is, at present, no proposal to electrify Kharagpur-Khurda Road Section.

Foreign Contracts by IRCON

3554. DR. KARTIKESWAR PATRA:
Will the Minister of RAILWAYS be pleased to state:

(a) the names of countries where the Indian Railway Construction Company Limited (IRCON) has contracts to implement different projects; and

(b) the strength of workforce deployed

by it and the source of man-power for such projects?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The Indian Railway Construction Company Limited (IRCON) has contracts in Algeria, Bangladesh, Indonesia, Iraq, Malaysia, Nepal, Saudi Arabia, Turkey and Zambia.

(b) The number of personnel deployed by IRCON, for these projects, from India is 295.

Expansion of Bhubaneswar Airport

3555. DR. KARTIKESWAR PATRA:
SHRI BRAJA KISHORE TRIPATHY:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Bhubaneswar Airport is equipped to receive chartered flights;

(b) if not, whether the Government of Orissa has submitted any proposal in this connection and if so, the action taken / proposed to be taken thereon;

(c) the steps taken / proposed to be taken for expansion of the runway at Bhubaneswar airport; and

(d) the details of action plans to make at least one Airport of each State capable of handling international flights?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Bhubaneswar airport can receive chartered flights upto Boeing 737 / A-320 aircraft type.

(b) The Government of Orissa has sought the extension of the runway at Bhubaneswar airport to 9000 feet to enable the airport to receive wide bodied aircraft.

(c) The National Airports Authority has already extended the runway from 5850 feet to 7441 feet at a cost of Rs. 8.87 crores. As a result, the airport is now available for operation of Airbus A-320 aircraft. Further extension of the runway to 9000 feet depends on State Government making available nearly 70 acres of land free of cost and carrying out diversion of roads and electric lines, as well as resources being available with

National Airports Authority to undertake the expansion project.

(d) Such a plan is neither necessary nor feasible in the near future.

[Translation]

Supply of wagons to Madhya Pradesh

3556. DR. LAXMINARAYAN PANDEY: Will the Minister of RAILWAYS be pleased to state:

(a) the number of wagons supplied to Madhya Pradesh each month during last one year for transportation of coal to industrial units situated in that region;

(b) whether wagons provided are much less than asked for; and

(c) if so, the measures taken to increase the supply of wagons?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The number of wagons supplied at Pench/Kanhan coalfield of Western Coalfields and Korea Rewa and Main line coalfields of South Eastern Coalfields for transportation of coal to industrial units in Madhya Pradesh during last one year have been as follows:

August, 90	11494	wagons
September, 90	11219	"
October, 90	9070	"
November, 90	12123	"
December, 90	11949	"
January, 91	11594	"
February, 91	11229	"
March, 91	12837	"
April, 91	9937	"
May, 91	10001	"
June, 91	8490	"
July, 91	9045	"

(b) and (c) Loading of coal to industries is generally less than programme for loading to them on account of less offers of coal by coal companies and higher demand of Thermal Power Stations. Railways are meeting demand of wagons for loading coal in full.

Supply of Coal to Industrial Units In Madhya Pradesh

3557. DR. LAXMINARAYAN PANDEY: Will the Minister of COAL be pleased to state:

(a) the quota of steam-coal and slack coal allotted to Madhya Pradesh every month during the last year;

(b) whether this allotment is sufficient to meet the requirement of the industrial units in the State;

(c) whether due to non-availability of railway wagons in time, the loading of allotted quantity of coal is affected considerably; and

(d) if so, the efforts made or proposed to be made to overcome this difficulty?

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S.B. NYAMAGOUDA): (a) According to information furnished by Ministry of Railways, Railway Board earmarks monthly wagon ceiling limits for movement of coal to various States. The details of month-wise quota (ceiling) fixed for Madhya Pradesh for the period August, 1990 to July, 1991 are as follows:

MONTH	STEAM (BOXES)	SLACK (BOXES)
August, 90	874	169
Sept. 90	874	169
Oct. 90	874	169
Nov. 90	874	169
Dec. 90	874	169
Jan. 91	1040	214
Feb. 91	1040	214
March, 91	1040	214
April, 91	1040	214
May, 91	1040	214
June, 91	1040	214
July, 91	1040	214

(b) to (d) The month-wise quota stated above is based on the annual quota of wagons fixed State-wise by the Executive Director, Rail Movement (EDRM) in consultation with the concerned State's Directorate of Industries, the Coal Companies, and the Railways. This quota is fixed on the basis of demand and availability of wagons for movement of coal. The full coal demand cannot be met by rail despatch alone, and coal is

also despatched by road to supplement the rail supplies to meet the demand of industrial units. Railways endeavour to allot and supply wagons as per offer made by coal companies. However, due to reasons of undue detention of wagons by consumers, long leads, etc. wagon availability at times becomes low. This problem is being resolved by Railways by making efforts to reduce turn-around-time of wagons, and improving availability of wagons.

[English]

Reservation Facilities on any IA Flights

3558. SHRI PRAKASH BAPU VASANTRAO PATIL: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Government have any plan to enable air passengers to get reservation on any Indian Airlines flight from any place in the country at the eleventh hour; and

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

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) With the reinduction of the A-320 fleet, Indian Airlines will be increasing the seat capacity offered. It will be the constant endeavour of Indian Airlines to offer capacity that would meet the traffic demand, subject of course to traffic potential and commercial viability justifying it.

Increase in Air Passengers

3559. SHRI PRAKASH BAPU VASANTRAO PATIL: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the total expected increase in air passengers in the country during the next three years and how the Government proposed to cater their needs;

(b) the expected shortage of capacity in comparison to demand in different sectors; and

(c) the time by which the Government propose to have enough capacity to meet the demand in full?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) to (c) As compared to 98.5 lakh passengers carried in 1989-90, Indian Airlines carried 78.4 lakh passengers in 1990-91 mainly because of the grounding of the A320 fleet. Indian Airlines is likely to carry about 95 lakh passengers in the current year (1991-92). The increase in demand over the current year is expected to be of the order of 10 lakh passengers every year over the next three years so that Indian Airlines may carry about 125 lakh passengers by 1994-95. With the full utilisation of the eighteen A320 aircraft currently in its fleet and twelve more A320 aircraft to be acquired in 1993 and 1994, it should be possible for Indian Airlines to cope with this demand.

Supply of Coal to Industries

3560. SHRI RAJENDRA KUMAR SHARMA: Will the Minister of COAL be pleased to state:

(a) the estimated demand and supply of coal to the industries during the last two years;

(b) the loss to the industries due to short supply of coal; and

(c) the steps taken by the Government to improve the supply of coal?

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S.B. NYAMAGOUDA): (a) The estimated demand and supply of coal to other industries (other than steel, cement and fertilizer industries) during last 2 years is as follows:

Year	Demand	Offtake of coal	(data provision)
			(in million tonnes)
			Satisfaction (percentage)
1989-90	39.70 (1.70)	34.55	87%
1990-91	40.10 (1.27)	39.12	97.5%

(Figures in brackets indicate washery middling).

(b) The Ministry of Coal has no quantified information regarding losses to industries due to short supply of coal.

(c) Government have taken steps to increase coal production by opening new mines, using appropriate technology, and improving productivity; and to increase despatches by improving Railway wagon availability.

Instrumentation of Landing System at Calicut Airport

3561. SHRI V.S. VIJAYARAGHAVAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether there is any proposal to introduce Instrumentation Landing System at the Calicut Airport; and

(b) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) The National Airports Authority has a proposal to instal Instrument Landing System (ILS) at Calicut airport during the Eighth Plan period subject to the availability of funds.

Supply of Power to Kerala

3562. SHRI V.S. VIJAYARAGHAVAN: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the quantum of power being supplied to Kerala every year from the Central Sector stations;

(b) whether there is any proposal to increase power supply from the Central Sector Stations to Kerala to meet the shortages; and

(c) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) The total power supplied to Kerala from the Central Sector Stations during 1990-91 and April, 1991—July, 1991 was 1361.7 million units and 530.7 million units respectively.

(b) and (c) Sharing of the power generated from Central Generating Stations is fixed among the States constituting each region. To the extent to which the Central Generating Stations in southern region increase the gross generation, the powerflow to Kerala will also correspondingly increase. Steps are being taken to increase the generation at Ramagundam Super Thermal Power Station by improving coal supply to Ramagundam.

Railway Level Crossings in Kerala

3563. SHRI V.S. VIJAYARAGHAVAN: Will the Minister of RAILWAYS be pleased to state:

(a) the details of unmanned level crossings in Kerala; and

(b) the action being taken to convert these level crossings into manned ones expeditiously?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) There are 159 Nos. 'C' class unmanned level crossings in Kerala as on 31.3.1991.

(b) The Railways undertake manning of the unmanned level crossings only after a firm proposal for the same is sponsored by the State Government/Local authority, duly consenting to share/bear the cost thereof, as per rules.

However, the Railways on their own also have been undertaking manning of such of the unmanned level crossings, where warranted on account of traffic density or visibility consideration. Manning of two level crossings has been included in the Works Programme of 1990-91.

Outstanding Dues of R.E.C.

3564. SHRI J. CHOKKA RAO: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Rural Electrification Corporation has requested the Andhra Pradesh State Electricity Board in March, 1991 to pay the outstanding dues in cash;

(b) if so, the reasons therefor;

(c) whether the Rural Electrification Corporation accepts payment from other State Electricity Boards by cheques; and

(d) if so, the reasons for discrimination?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) to (d) Rural Electrification Corporation has been requesting all State Electricity Boards including Andhra Pradesh State Electricity Board, for realisation of its

dues. While the Corporation's own preference is to receive the amounts by Demand Drafts or Telegraphic Transfers, the mode of payment is ultimately left to be decided by the State Electricity Boards themselves and the Corporation does not refuse payment by cheques.

Expansion of Haldia Refinery

3565. SHRI SATYAGOPAL MISRA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether there is any proposal under consideration for the expansion of Haldia refinery;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND):¹ (a) No, Sir.

(b) Does not arise.

(c) Infrastructural constraints do not permit such expansion.

Supply of Coal to Karnataka

3566. SHRI V. SREENIVASA PRASAD: Will the Minister of COAL be pleased to state:

(a) whether the Government have slashed coal supplies to industries in Western and Southern regions by over 50 percent which has severely hit industries in many States including Karnataka;

(b) if so, the reasons therefor;

(c) whether the cement industry and textile units have suffered due to this cut; and

(d) if so, the steps Government propose to take to meet the demand of coal to industries in Karnataka?

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S.B. NYAMAGOUDA): (a) to (d) It is true that coal supply to non-core sector industries during the first quarter of the year, 1991-92 were affected because more coal was being despatched on priority to core sectors, mainly the power sector. Therefore non-core sector industrial units including textiles units in different States, including Karnataka had to face some difficulties. Even core sector industry like cement had to put up with occasional

shortfalls in coal supply. However, steps have since been taken to improve the situation. Ministry of Coal have issued instructions to all coal companies to supply at least 50% of the linked quantity of coal to non-core sector industries. Higher priority in movement of coal is being accorded for cement sector. This is expected to improve the availability of coal to industries all over the country including Karnataka.

Power Tariff Structure

3567. SHRI V. SREENIVASA PRASAD: SHRI M.V. CHANDRASHEKARA MURTHY:

Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Planning Commission has urged the State Governments to pay immediate attention to the tariff structure; and

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

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) and (b) The Planning Commission has not issued any specific instructions to the State Governments on the tariff structure of State Electricity Boards. However, the need to rationalise the tariff structure for improving the financial position of the SEBs has been emphasised to the States from time to time in various forums of discussions, and for taking steps like equity participation, provision of specific grant to meet the losses for supply of power to the agriculture sector, revision of tariff, improving the performance of generating stations, reducing T&D losses, etc. so that they earn the necessary statutory surplus of 3%.

Airlink between Bhubaneswar-Madras etc.

3568. SHRI BRAJA KISHORE TRIPATHY: SHRI RABI RAY:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Government of Orissa

has submitted any proposal for introduction of Airlink including the Vayudoot service between Bhubaneswar-Madras, Bhubaneswar-Bombay, Bhubaneswar-Jaipur, Bhubaneswar-Rourkela, vizag section and Calcutta section; and

(b) if so, the steps taken thereon?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) Yes, Sir. Indian Airlines is already operating daily services between Bhubaneswar and Calcutta. Indian Airlines will consider introduction of services on Bombay/Madras and Bhubaneswar sector in its winter schedule of 1991.

Vayudoot Services

3569. SHRI MUKUL BALKRISHNA WASNIK: will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the details of routes on which Vayudoot has been operating its air services;

(b) whether the Government have any proposal to confine Vayudoot to the north-east and a few far flung areas only; and

(c) if so, the alternative measures the Government propose to take to operate on the remaining routes already uncovered by the Vayudoot?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Details of routes at present operated by Vayudoot are given in the attached statement.

(b) and (c) Government is considering various options regarding the future set up of Vayudoot. No final decision has yet been taken in the matter.

STATEMENT

ROUTES OPERATED BY VAYUDOOT AS ON 14-8-91

NORTHERN REGION

1. DELHI/KANPUR/LUCKNOW/DELHI
2. DELHI/CHANDIGARH/KULU/CHANDIGARH/DELHI
3. DELHI/LUDHIANA/CHANDIGARH/DELHI
4. DELHI/JODHPUR/JAISALMER/JODHPUR/DELHI

5. DELHI/CHANDIGARH/SHIMLA/CHANDIGARH/DELHI

6. DELHI/CHANDIGARH/DHARAMSHALA/CHANDIGARH/DELHI

7. DELHI/DEHRADUN/DELHI

HYDERABAD

1. HYDERABAD/VIJAYAWADA/RAJAHMUNDARY/HYDERABAD
2. HYDERABAD/RAJAHMUNDARY/HYDERABAD
3. HYDERABAD/PUNE/BARODA/AHEMEDABAD/PUNE/HYDERABAD
4. HYDERABAD/TIRUPATI/HYDERABAD
5. HYDERABAD/PUNE/HYDERABAD

MADRAS

1. MADRAS/COIMBATORE/MADRAS
2. MADRAS/PONDICHERRY/MADRAS
3. MADRAS/TIRUPATHI/BANGALORE/BELGAUM/BANGALORE/TIRUPATHI/MADRAS
4. MADRAS/MADURAI/MADRAS
5. MADRAS/TIRUPATHI/BANGALORE/TIRUPATHI/MADRAS
6. MADRAS/MADURAI/COCHIN/AGATTI/COCHIN/MADURAI/MADRAS
7. AGATTI/COCHIN/AGATTI

EASTERN REGION

1. CALCUTTA/JAMSHEDPUR/CALCUTTA
2. CALCUTTA/AIZWAL/SILCHAR/GUWAHATI/SILCHAR/AIZWAL/CALCUTTA
3. CALCUTTA/COOCHBEEHAR/CALCUTTA
4. CALCUTTA/AGARTALA/AIZWAL/CALCUTTA
5. CALCUTTA/AGARTALA/KAILASHAHAR/AGARTALA/CALCUTTA
6. CALCUTTA/AGARTALA/SHILLONG/AGARTALA/CALCUTTA
7. CALCUTTA/AGARTALA/CALCUTTA

WESTERN REGION

1. BOMBAY/PUNE/BOMBAY
2. BOMBAY/KANDLA/RAJKOT/BOMBAY
3. BOMBAY/KANDLA/BOMBAY

4. BOMBAY/KOLHAPUR/
BELGAUM/BOMBAY
5. BOMBAY/PORBANDER/
KESHOD/BOMBAY
6. BOMBAY/AURANGABAD/
BOMBAY
7. BOMBAY/PUNE/BOMBAY

American Tourists

3570. SHRI MUKUL BALKRISHNA WASNIK : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the United States Government has marked certain parts of India as "Red Areas" and has advised the American tourists not to visit such places;

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

(c) whether the Government have received any information from the US Government giving reasons for marking certain parts of India as "Red Areas"; and

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

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) The US State Department issues travel advisories from time to time advising the American citizens to exercise caution while visiting certain countries including India. The parts of India mentioned in the latest advisory include the States of Jammu and Kashmir, Punjab, Assam, Uttar Pradesh, Rajasthan, Northern Madhya Pradesh, Bihar, Andhra Pradesh, West Bengal, etc.

(c) and (d) Such advisories are generally issued by the US Government on the basis of reported events of law and order problems. The matter has already been taken-up with the US Government through diplomatic channels.

Price of Petrol

3571. SHRI MUKUL BALKRISHNA WASNIK:
SHRI PHOOL CHAND VERMA:
DR. LAXMINARAYAN PANDEY:
SHRI PIUS TIRAKY:

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

(a) whether with the recent price hike,

petrol in India becomes costlier as compared to most of the developed and developing countries;

(b) the reasons therefor and the comparative prices of petrol per litre in United States, Japan, Germany, Britain, France, Switzerland, Australia, New Zealand, Indonesia, Bangladesh, Pakistan, China and Argentina; and

(c) the details of the measures Government propose to take to curb adulteration in diesel with kerosene?

THE MINISTER OF PETROLEUM AND NATURAL GAS. (SHRI B. SHANKARANAND): (a) and (b) Information regarding petrol prices in different countries is not being maintained.

(c) Inspections of outlets, doping of kerosene with furfural and carrying out test etc.

Supply of Natural Gas to Gujarat

3572. SHRI KASHIRAM RANA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether natural gas is being supplied to Bharuch and Surat from domestic and industrial use;

(b) if so, whether there is any proposal to allocate natural gas to Nausari, Balsad, Vapi and Bilimora cities;

(c) if so, when; and

(d) if not, the reason therefor?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) Natural gas is being supplied in Bharuch; supplies to Surat City are yet to commence.

(b) No, Sir.

(c) Does not arise.

(d) Currently there is no availability of gas for such commitment in the region.

[Translation]

Gas-Based Power Plants with Foreign Assistance

3573. SHRI KASHIRAM RANA: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether any agreement has been signed with foreign companies for

investment in the field of Gas based power plants; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-

CONVENTIONAL ENERGY SOURCES (SHRI KALPNATH RAI): (a) and (b) Agreements/contracts for investment for the following Gas based thermal power projects have been signed with foreign organisations:—

S.No.	Name of the Project	Source of Funding(M/S)
1	2	3
1.	Basin Bridge GT (4×30MW) Tamil Nadu Electricity Board	Overseas Economic Cooperation Fund (OECF), Japan.
2.	Kathaluri CCGT 6 (30-40MW) GT+ 3 (30-40 MW ST) North-Eastern Electric Power Corpn. (NEEPCO)	Overseas Economic Cooperation Fund (OECF), Japan.
3.	Uran Waste Heat Recovery Unit 1 & 2 (2×120 MW)-Maharashtra State Electricity Board	Kreditanstalt Fur Wiederaufbau (KFW), Germany
4.	Dadri CCGT (4×131 MW) GT+ (2×146 MW) ST-National Thermal Power Corporation (NTPC).	Kreditanstalt Fur Wiederaufbau (KFW), Germany.
5.	Kawas CCGT (4×106 MW) GT+ (2×110 MW) ST-National Thermal Power Corporation (NTPC)	World Bank
6.	Auraiya Gas Power Project 652 MW-National Thermal Power Corporation (NTPC)	World Bank
7.	Anta Gas Power Project (413 MW) National Thermal Power Corporation (NTPC)	World Bank
8.	Gandhar Gas Based Power Project Stage-I (650 MW)-National Thermal Power Corporation (NTPC)	Overseas Economic Cooperation Fund (OECF), Japan.

[English]

Conversion of Nuapada-Gunpur

3574. SHRI GOPI NATH GAJAPATHI: Will the Minister of RAILWAYS be pleased to state:

(a) the estimated revised cost for the conversion of Nuapada Gunpur-narrow-gauge section into broad-gauge;

(b) whether the work on this project is behind the schedule;

(c) if so, the details including the reasons thereof; and

(d) the steps proposed to be taken for the expeditious completion of the project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) The present day cost for the conversion of 90 km

Nuapada-Gunpur Narrow Gauge line to Broad Gauge would be around Rs. 60 crores.

(b) to (d) This project has not been sanctioned owing to its being unremunerative and acute constraint of resources being faced by the Railways at present.

Overseas Tourist Offices

3575. SHRI SHANKERSINH VAGHELA:
DR. A.K. PATEL:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the places where overseas tourist offices are functioning at present;

(b) the locations of overseas tourist

offices closed during 1989, 1990 or 1991 and the reasons of closure; and

(c) whether the Government intend to reopen them during the current tourism year?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) 16 overseas offices are functioning at the places mentioned below:—

Country	Place	No. of offices
1. U.S.A.	New York Los Angeles	2
2. Canada	Toronto	1
3. U.K.	London	1
4. Germany	Frankfurt	1
5. Switzerland	Geneva	1
6. France	Paris	1
7. Italy	Milan	1
8. Spain	Madrid	1
9. Netherlands	Amsterdam	1
10. Australia	Sydney	1
11. Malaysia	Kuala-Lumpur	1
12. Thailand	Bangkok	1
13. Japan	Tokyo	1
14. U.A.E.	Dubai and Bahrain	2

(b) Yes, Sir. Government of India Tourist Office at Chicago was closed on 14.6.1990 and the Government of India Tourist Offices at Singapore and Stockholm were closed on 28.2.1991 these offices were closed as a measure of economy.

(c) It has been decided to reopen the offices at Stockholm and Singapore and open a new office in South Korea at Seoul.

DESU Bills

3576. SHRI PRABHU DAYAL KATHERIA:
SHRI BHAGWAN SHANKAR
RAWAT:
SHRI RAMESH CHAND TOMAR:
SHRI DATTATRAYA BANDARU:
SHRI GOPI NATH GAJAPATHI:

Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether attention of the Government has been drawn to the news item captioned 'DESU should simplify its Bills' appearing in the Hindustan Times dated July 28, 1991; and

(b) if so, the facts thereof and the steps proposed to be taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALPNATH RAI): (a) and (b) The said news item refers to the findings of the study conducted by the Department of Administrative Reforms and Public Grievances on the simplification of procedures for billing and refund of security deposits by DESU. In their report, it has *inter-alia* been suggested to follow a uniform procedure in all the Districts for preparation of meter-sheets; introduction of rotational meter reading; identification of connections where bills have not been issued for more than a year; introduction of spot billing system on trial basis; feasibility of issuing the first bill on actual reading and the next bill on assessment basis on monthly/bi-monthly intervals; dispensing with the system of security deposit for Government accommodation and transfer of security deposits in case of private accommodation etc.

As a result of the implementation of many of the suggestions of the Study Team, and taking other measures to improve and simplify the billing procedure in DESU and gradual stabilisation of the computerised billing system, DESU has been able to considerably bring down the incidence of incorrect and delayed billing.

Setting up of Solar Power Plant in Bihar

3577. SHRI TEJ NARAYAN SINGH:
SHRI RAM TAHAL CHOUDHARY:

Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Government of Bihar has sought the approval of the Union Government to set up a solar power plant with 30 Megawatt capacity in Madhubani and Ranchi districts;

(b) the time by which the projects are likely to be approved by the Union Government; and

(c) the provision made by Union Government to set up such solar power plants in other States during 1990-91 and 1991-92 and the locations thereof?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALPNATH RAI): (a) and (b) No proposals have been received for setting up 30 MW capacity solar energy power plants in Madhubani and Ranchi districts of Bihar. However, two proposals have been received from B.S.E.B. (Bihar State Electricity Board) for setting up 2x30 MW solar thermal power stations in districts of Munger and Gaya at a cost of over Rs. 207 crores each. The proposal could be considered for implementation after all necessary inputs and data are made available in this regard.

(c) No solar thermal power plant has been sanctioned so far, therefore, no provision had been made.

[Translation]

Appointment of Engineering Helpers in Indian Airlines/Air India

3578. SHRI TEJ NARAYAN SINGH:
SHRI RAM TAHAL CHOUDHARY:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the rules and regulations relating to the reservations for Scheduled Castes and Scheduled Tribes in the appointments are being followed properly in the Indian Airlines and the Air India;

(b) if so, the number of persons belonging to Scheduled Castes/Scheduled Tribes appointed as Engineering Helpers in the Indian Airlines during the last two years; year-wise and till July, 1991;

(c) the number of candidates appointed till July 30, 1991 from the panel prepared in this regard;

(d) whether the life of the panel has been extended beyond July, 1991 and if so, the time upto which it has been extended;

(e) the time by which the remaining candidates on the panel are likely to be appointed; and

(f) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir.

(b) The Number of persons belonging to SC/ST appointed as Engineering Helpers in Indian Airlines during the years 1989, 1990 and 1991 is as below:

	SC	ST
1989	43	19
1990	14	6
1991 (Jan. to July, 1991)	3	—

(c) The number of candidates appointed from the current panel till 30th July, 1991 is as under:

SC Candidates	33
ST Candidates	19

(d) The panels of Engineering Helpers at Hyderabad and Calcutta which expired on 1.3.91 and 30.7.91 have been extended till 1.11.91 and 31.8.91 respectively.

(e) and (f) Subject to availability of vacancies, the candidates left on the panels will be appointed during the validity period of the panels.

[English]

Railway Projects in Bombay

3579. SHRI TEJSINHRAO BHONSLE:
Will the Minister of RAILWAYS be pleased to state:

(a) whether the Union Government have taken up any new railway projects in Greater Bombay area to cope up with the increasing needs of passengers and freight in that areas; and

(b) if so, the details thereof and when these are expected to be completed?

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

(b) Major works include:

(i) Additional pair of lines between Bandra and Andheri and its completion will depend on the availability of funds.

(ii) Construction of a new line from Mankhurd to Belapur with a bridge across Thane Creek:

Cost of this project is being shared between CIDCO/State Government of Maharashtra and the Railways in the ratio of 67:33. Encroachments on the proposed line are coming in the way of execution of this project and its completion would, therefore, depend on the removal of such encroachments.

(iii) New Passenger terminal at Kurta: This terminal would be commissioned within six months of the clearance of the Stay by the Court.

(iv) Bandra Terminal:

This terminal would be commissioned within six months of the clearance of the Stay by the Court.

(v) Remodelling of suburban yard at Bombay VT to provide double discharge facility:

The work is expected to be completed in the current year.

(vi) Re-spacing of signals on the slow corridor between Bombay and Kalyan:

The completion shedule has not yet been fixed.

[*Translation*]

Rural Electrification in Uttar Pradesh

3580. SHRI KESHRI LAL: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether there is any proposal for the rural electrification of Kanpur Nagar and Kanpur Dehat and Fatehpur districts in Uttar Pradesh;

(b) if so, the details thereof;

(c) the number of electrified and unelectrified villages in these districts;

(d) the time by when the remaining villages are likely to be electrified; and

(e) the number of villages electrified during 1990-91?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALPNATH RAI): (a) and (b) The district-wise electrification programmes are finalised at the State level, based on the availability of funds and relative priority fixed by the State Government.

(c) As per available information, at the end of March, 1991, the number of electrified and unelectrified villages in Kanpur Nagar, Kanpur Dehat and Fatehpur Districts of Uttar Pradesh were as under:—

District	No. of electrified villages	No. of unelectrified villages
Kanpur Nagar	1204	681
Kanpur Dehat		
Fatehpur	1095	254

(d) The electrification of the remaining villages in the above districts will depend upon the allocation made by the State Government for these districts within the overall allocation for the State.

(e) The Uttar Pradesh State Electricity Borad has reported electrification of 6 villages in Kanpur Nagar, 54 villages in Kanpur Dehat and 33 villages in Fatehpur District during the year 1990-91.

LPG Agencies in Uttar Pradesh

3581. SHRI KESHRI LAL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the company-wise details of the L.P.G. agencies allotted in Uttar Pradesh during 1990 and 1991 so far;

(b) the number of agencies allotted in Kanpur City, Kanpur Dehat and Fatehpur districts;

(c) the number of persons belonging to Scheduled Castes and Scheduled Tribes

to whom the gas agencies have been allotted; and

(d) the number of agencies allotted by the Government out of discretionary quota there?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a)

IOC	BPC	HPC
16	6	12

(b) Nil.

(c) Two.

(d) Twenty One. These are being reviewed.

Suspension of Air Services between Kanpur and Delhi

3582. SHRI KESHRI LAL: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Indian Airlines flight between Kanpur and Delhi has been suspended;

(b) if so, the reasons therefor and when it was suspended;

(c) whether the Government have received any memorandum for its restoration;

(d) if so, the details thereof; and

(e) when it is proposed to be restored?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) Indian Airlines services between Kanpur and Delhi were suspended along with a number of other services in order to operate charter flights for evacuation of Indian nationals from the Gulf in September, 1990.

(c) and (d) Yes, Sir. Indian Airlines had received requests from traders and business houses of Kanpur for restoration of the service.

(e) The service has been restored by Indian Airlines with effect from 1.8.1991.

[English]

Southern gas Grid

3583. SHRI C.P. MUDALAGIRIYAPPA: SHRI SANTOSH KUMAR GANGWAR: SHRI PRAKASH BAPU VASANTRAO PATIL:

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

(a) whether there is any proposal to set up southern gas grid;

(b) if so, the details thereof; and

(c) the progress made in this direction so far?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) to (c) The matter is being examined by an Inter-Ministerial Group.

Chitradurga and Davanagara Railway Line

3584. SHRI C. P. MUDALAGIRIYAPPA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is proposal for constructing a railway line between Chitradurga and Davanagara in view of high density of passengers traffic between these two centres; and

(b) if so, the details thereof?

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

(b) Does not arise.

[Translation]

Demand of Petroleum Products

3585. PROF. RASA SINGH RAWAT: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the total demand of petrol, petroleum products and natural gas in the country at present;

(b) the percentage of total requirement of petrol, petroleum products and natural gas being produced in the country;

(c) the quantity of petrol and other petroleum products imported during the last three years and the countries from which these have been imported and the total cost involved therein;

(d) whether the Government have formulated any special action plan to achieve self reliance in the field of petrol; and

(e) if so, the details thereof?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) and (b)

	Demand (MT)	Indigenous Production (%)
Petrol	3.884	100%
Petroleum products	56.781	86% (Approx.)

The current use of natural gas in the country is about 33 MMSCMD. Natural Gas is indigenously produced.

(c)	Year	Quantity (In '000 Tonnes)	Value (Rs. Crores)
	1988-89	6495	1559.84
	1989-90*	6564	2254.71
	1990-91*	8660	4660.21

*Provisional.

Petroleum products are imported both under Term Contracts and through Spot Purchases. Spot purchases are not always relatable to specific countries.

(d) and (e) Steps for increasing self reliance include increasing indigenous crude oil production, augmenting refining capacity by expansion of existing refineries and setting up of new grass root refineries, demand management and conservation measures, inter-fuel substitution.

[English]

Expansion of Calicut Airport

3586. PROF. K.V. THOMAS: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Union Government have received any request from the Government of Kerala for the operation of daily Indian Airlines flight from Bombay to Calicut; and

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

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) Indian Airlines is operating a daily A-320 service between Bombay and Calicut.

Direct Flight to Canada

3587. PROF. K.V. THOMAS: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Air India propose to start a direct flight to Canada; and

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

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) Air India has already started its biweekly services to Toronto via London since 1st of June, 1991.

Foreign Exchange Savings due to Restrictions on sale of Petrol and Diesel

3588. PROF. UMMAREDDY VENKATESWARLU: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state the extent of foreign exchange saved during National Front Government on account of the restriction imposed on sale of petrol and diesel?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): It is not possible to quantify the impact of any specific factor on the consumption of petrol and diesel.

[Translation]

Train Between Gaya and Howrah

3589. SHRI UPENDRA NATH VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is no daily express train between Howrah and Gaya to facilitate passengers who visit pilgrimage centres on this route and also passengers travelling for business purposes;

(b) if so, whether the Government propose to introduce any express train on this grand chord railway line passing through Chota-Nagpur station on this route; and

(c) if so, when?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) There are 4 pairs of

daily Mail/Express trains which provide direct train service between Howrah and Gaya.

(b) Does not arise.

(c) Does not arise.

Railway Booking Office at Chatra, Bihar

3590. SHRI UPENDRA NATH VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a long standing demand for opening a railway booking office (out agencies) at district headquarter of Chatra (Bihar); and

(b) if so, the action proposed to be taken by the Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-LIKARJUN): (a) A proposal for opening a Railway Out Agency at Chatra, in Bihar was received.

(b) Traffic potential from Chatra does not justify opening of an Out Agency.

Booking Offices in Chhota Nagpur-Santhal Pargana Area

3591. SHRI UPENDRA NATH VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to open railway booking offices in the district headquarters of Chhotanagpur-Santhal Pargana of Bihar which have not been linked with railway lines; and

(b) if so, when?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-LIKARJUN): (a) and (b) Out agencies at Hazaribagh and Dumka were operated by Bihar State Road Transport Corporation (BSRTC). Unsatisfactory working and unwillingness of BSRTC to continue the work due to inadequate traffic led to the closure of these out agencies from 1.8.88 and 1.9.88, respectively. Reopening of Out Agencies at these locations can be considered if Government or private contractors are willing to take up the work on standard terms and conditions.

Rail Lines in Uttar Pradesh

3592. DR. LAL BAHADUR RAWAL: Will the Minister of RAILWAYS be pleased to state the locations in Uttar Pradesh where new Railway lines are being laid or are to be laid during the Eighth Five Year Plan to connect rural and urban areas?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-LIKARJUN): Work for construction of new lines on the following sections has already been taken up:

- (i) Mathura-Alwar
- (ii) Rampur-New Haldwani (Kathgodam)
- (iii) Bagaha-Chhitauni (Restoration)
- (iv) Guna-Etawah

No proposal for the Eighth Plan has been finalised so far.

Conversion of Rail Lines in U.P.

3593. DR. LAL BAHADUR RAWAL: SHRI RAM BADAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government of Uttar Pradesh have submitted representations to the Union Government for converting the existing metre gauge lines into broad gauge and construction of new railway lines;

(b) if so, the details thereof; and

(c) the action proposed to be taken thereon?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-LIKARJUN): (a) and (b) Chief Minister, Uttar Pradesh has recently requested for construction of a new line between Farrukhabad and Hardoi/Sandila to connect Mainpuri District.

(c) The proposed railway line which would also involve construction of a railway bridge across River Ganga would require heavy investment and cannot be considered for the present due to constraint of resources.

[English]

Purchase of Gas Stoves from LPG Agencies

3594. PROF. ASHOK ANANDRAO DESHMUKH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government are aware that new LPG consumers are being forced by the LPG agencies to purchase gas stoves, gas plates, rubber pipes, etc. from them; and

(b) the action taken or proposed to be taken by the Government to issue directives to LPG dealers not to insist consumers for such purchase?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) and (b) The Marketing Discipline Guidelines for LPG dealers provide, inter-alia, for penal action to be taken by Oil Companies in the event of forced sale of LPG stoves.

Pipeline from Bombay High to Hazira

3595. KUMARI DIPIKA CHIKHLIA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether the Government have approached the World Bank for financing additional gas pipeline from Bombay High to Hazira; and

(b) if so, the details thereof and the progress made so far in this regard?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) and (b) This is a component of the Gas Flaring Reduction Project of ONGC. This project is being assisted by the World Bank.

[Translation]

Modernisation of Power Plants in Madhya Pradesh

3596. SHRI PHOOL CHAND VERMA: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether there is any proposal for the modernisation of power plants of Madhya Pradesh during 1991-92; and

(b) if so, the proposed amount for this scheme?

THE MINISTER OF STATE OF THE

MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALPNATH RAI): (a) Yes, Sir.

(b) The budget provision for Renovation & Modernisation works of Power plants of Madhya Pradesh during 1991-92 is Rs. 2749.05 lakhs.

Rural Electrification in Madhya Pradesh

3597. SHRI PHOOL CHAND VERMA: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether electricity facility has not been provided in most of the villages and backward regions of Madhya Pradesh;

(b) if so, the reasons therefor; and

(c) the number of villages electrified upto March 1991?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALPNATH RAI): (a) to (c) As per available information, out of 71,352 villages in Madhya Pradesh, 63,007 (88%) villages have been electrified by the end of March, 1991. This includes electrification of 22,197 tribal villages out of the total 26,825 tribal villages in the State. The level of overall electrification in the State is above national average.

[English]

Allotment of Petrol/Diesel Retail Outlets and LPG Agencies in Karnataka

3598. SHRIMATI BASAVARAJESWARI: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the policy of the Government for allotting new petrol/diesel retail outlet and LPG agencies;

(b) the number of petrol/diesel retail outlet and LPG agencies allotted in the Karnataka so far, category-wise; and

(c) the number of distributorship district-wise proposed to be allotted during the current year?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) New Petrol/Diesel outlets dealerships and LPG distributorships are based on factors including volume/die-

tance norms, population of towns, Marketing Plans and eligibility criteria for candidates, etc.

(b)

	Total	No. in Reserved categories
		(As on 1.4.1991)
LPG Distributorships	234	133
Retail Outlet Dealerships	925	131

(c) LPG distributorships are opened in different cities as per Marketing Plans and policy from time to time.

Financial Assistance to SEBs by REC

3599. SHRIMATI BASAVARAJESWARI: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the details of the financial assistance given to the State Electricity Boards by the Rural Electrification Corporation, State-wise;

(b) the number of villages electrified in Karnataka during 1988-89 and 1989-90; and

(c) the target proposed to be achieved during 1991-92?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) A statement indicating the state-wise financial assistance extended by the Rural Electrification Corporation to the various State Electricity Boards upto 30.6.1991 is enclosed.

(b) and (c) The Karnataka State Electricity Board had reported electrification of 313 inhabited villages in 1988-89, when the State achieved cent percent village electrification as per 1981 Census. No target has, hence, been fixed for 1991-92.

STATEMENT

Financial Assistance Given to SEBs upto June, 1991

Rs. in lakhs

S.No. States	Loan amount disbursed
1. Andhra Pradesh	43333
2. Arunachal Pradesh	1660

S.No. States	Loan amount disbursed
3. Assam	18613
4. Bihar	35557
5. Goa	—
6. Gujarat	25607
7. Haryana	15842
8. Himachal Pradesh	11520
9. Jammu & Kashmir	7534
10. Karnataka	21471
11. Kerala	10272
12. Madhya Pradesh	82740
13. Maharashtra	47446
14. Manipur	3750
15. Meghalaya	5234
16. Mizoram	1493
17. Nagaland	3319
18. Orissa	26134
19. Punjab	23533
20. Rajasthan	32937
21. Sikkim	2508
22. Tamil Nadu	25414
23. Tripura	4163
24. Uttar Pradesh	61417
25. West Bengal	32040
26. Others	1350
Total:	544887

Power Stations of Karnataka

3600. SHRIMATI BASAVARAJESWARI: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether any proposal has been made by the Karnataka State Electricity Board to run power stations through a southern gas grid;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) No, Sir.

(b) and (c) Does not arise.

Beach Resort in Belekeru

3601. SHRIMATI BASAVARAJESWARI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether a Central Study Team visited Belekeru in Karnataka in February 1987 for creation of an international Tourist Beach Resort; and

(b) if so, the outcome thereof and the action taken by the Government in this regard?

THE MINISTER FOR CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) A Study Team from Central Government surveyed the Beaches in Karnataka including Belekeru and made certain recommendations for the development of those places.

(b) On the basis of the recommendations of the Study Team, the State Government prepared a project for the construction of a 80 bed Beach Resort at Belekeru. As the cost of the project was very high, the State Government was advised to seek assistance from financial institutions for implementing the project.

Amount Outstanding Against Various Parties/Clients of ITDC

3602. SHRI SURYA NARAYAN SINGH:

SHRI KARIA MUNDA:
SHRI RAM TAHAL
CHOUDHARY:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the quantum of outstanding amount against various parties/clients of ITDC unit/activity-wise as on March 31, 1991;

(b) the action taken to recover the payments within the stipulated period;

(c) whether credit position is reviewed in each unit/division/activity of ITDC as also at the Corporate Office, if so, the details thereof; and

(d) the efforts made regarding billing and credit collection in each unit/division and activity of the Corporation for co-ordinating the same during the last three years?

THE MINISTER OF CIVIL AVIATION

AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) the activity-wise provisional figures of outstanding amount as on 31.3.1991 are as follows: -

(Rs. in lakhs)

Activities	Amount of outstanding
Hotel & Catering establishments	1665.46
Corporate Communications	116.46
Ashok Travels & Tours	512.94
Duty Free Trade	28.15
Son-et-Lumier, Red Fort Headquarters	0.09
	274.06
	2597.16

(b) ITDC makes continuous efforts to recover the outstanding amount from its clients within the shortest possible time.

(c) Review of sundry debtors at unit level by General Manager/Accounts In-charge is a continuous process. These are also reviewed at Corporate level by holding the meetings of Accounts In-charge/General Managers of the units by Sr. Vice-Presidents/Vice-Presidents.

(d) Billing and credit collection is a continuous process and the unit head is responsible for the coordination of efforts within his unit for the recovery of outstanding amount. Besides, efforts are also made at Government level to effect recoveries by taking up the matter at suitable level with concerned State Governments, Central Government Departments/Public Sector Undertakings.

Guidelines for Giving Credit to Clients by ITDC

3603. SHRI SURYA NARAYAN SINGH: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the details of policy and the guidelines being followed in different hotels/service activities of the India Tourism Development Corporation (ITDC) for giving credit to its clients; and

(b) the percentage of credit sales to the various categories of clients i.e. travel agents, government departments, government companies, private companies, airlines and individuals given by

each unit/division/service activity of ITDC annually?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) The credit policy of ITDC inter-alia includes granting of credit facility to its clients upto a period ranging from 30 days to 60 days.

(b) Separate figures for credit sales are not maintained unit/division/service activity wise. Category/client wise percentages of outstanding as on 31.3.1991 on the basis of provisional figures for the year 1990-91 are as given below:—

Name of the category/client	Amount outstanding as on 31.3.91 (Prov.)	Client wise outstanding %age to outstanding
	(Rs. in crores)	
Government Departments/ Government Companies	15.77	60.72
Travel Agents	4.76	18.33
Licencees	1.57	6.05
Private Companies including airlines, individuals and guest ledger accounts	3.87	14.90
	25.97	100.00

Manuguru Thermal Power Plant

3604. SHRI SOBHANADREESWARA RAO VADDE:
DR. D. VENKATESWARA RAO:

Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether there is any proposal to set up a thermal power station at Manuguru in Andhra Pradesh; and

(b) if so, the time by which the project is likely to be completed?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) Yes, Sir. The proposal envisages construction of two units of 500 MW each.

(b) The project will require tie-up in respect of coal linkage and finance as well as clearance from environmental angle. The first 500 MW unit is programmed for commissioning in five years

from the date of award of main plant equipment.

Amount spent by ONGC on KG Basin

3605. SHRI SOBHANADREESWARA RAO VADDE: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the amount spent by the Oil and Natural Gas Commission (ONGC) on both onshore and offshore explorations in Krishna-Godavari basin during 1990-91; and

(b) the estimated amounts of oil that may be available in Krishna-Godavari basin?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) Rs.171.93 crores.

(b) As on January 1, 1991, the total recoverable reserves were estimated to be about 17 million metric tonnes.

Modernisation and renovation of Pumpsets

3606. SHRI SOBHANADREESWARA RAO VADDE: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether as part of energy conservation programme, there is any proposal for the modernisation and renovation of pumpsets to make them more efficient;

(b) if so, the details of the scheme and the cost involved; and

(c) the present stage of implementation of stage of this scheme with particular reference to Andhra Pradesh?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) to (c) Depending upon the availability of resources and the technical viability, the proposals received from the State Electricity Boards and other organisations, regarding the rectification of agricultural pumpsets with a view to make them energy efficient, are considered by the Government for assistance. About 75,000 electrically operated pumpsets have already been rectified in the States of Andhra Pradesh, Gujarat, Haryana, Karnataka, Madhya Pradesh, Tamil

Nadu and Maharashtra with financial assistance from the Central Government. The rectification undertaken are both partial (replacement of footvalve, suction and delivery pipes) and complete (replacement of monoblock pumps, piping system, footvalves etc.). In Andhra Pradesh, 8175 energy inefficient electrical pumpsets have been rectified with the Central assistance during the period April, 1985 to March, 1991. The average cost of partial rectification is about Rs. 1750 per pumpset, and the cost of complete rectification has varied from Rs. 6000 to Rs. 12,000 per pumpset depending upon the size of the pumpset and the pipes to be replaced.

Announcements at Hyderabad Airport

3607. SHRI SOBHANADREESWARA RAO VADDE: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether announcements at Hyderabad Airport are being made in English, Hindi and not in Telugu which is the official language of the State;

(b) the policy laid down in respect of use of languages for announcements;

(c) whether any instruction will be issued to introduce Telugu announcement also at Hyderabad Airport; and

(d) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Announcements at Hyderabad airport are being made in Telugu also.

(b) to (d) Do not arise.

[*Translation*]

Electrification of Tribal areas of Bihar

3608. SHRI SIMON MARANDI: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether any progress has been made in the electrification of the tribal areas of Bihar; and

(b) when the full electrification of tribal areas is likely to be completed?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI

KALP NATH RAI): (a) As per the available information, out of 17,250 tribal villages in Bihar, 7,383 villages have been electrified by the end of March, 1991.

(b) The priorities in regard to the villages to be taken up for electrification within the plan allocation are decided by the State Government. The Bihar State Electricity Board proposes to electrify 170 tribal villages during 1991-92.

Rehabilitation of DVC Land Oustees

3609. SHRI SIMON MARANDI: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the number of persons whose land had been acquired for constructing Mithen, Punchet and Chandrapura dam by the Damodar Valley Corporation;

(b) the number of land oustees out of them who have been provided employment in this corporation, category-wise;

(c) the number of persons who are yet to get employment and the amount of compensation paid for the maintenance of such families;

(d) the number of families who have neither been provided employment nor compensation so far; and

(e) whether the Government propose to take any action in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) For the construction of Maithon and Panchet Dams and Chandrapura Power Station, land was acquired from 5211 families (28030 members), 10339 families (41461 members) and 480 families (829 members), respectively.

(b) to (e) At the time of acquisition of land, every land loser was paid cash compensation or given land in lieu thereof. Jobs were also provided to the members of such oustee families who were capable and interested. No record of such employment was kept separately. Since 1978, however, record of employment given to descendants of oustees is being maintained by DVC, according to which 338 persons claiming to be de-

scendants of oustees have been employed in DVC in Group 'C' posts.

Introduction of Train between Jasidih and Ranchi

3610. SHRI SIMON MARANDI: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is no train between Santhal Parganas and Ranchi;

(b) if so, whether the Government propose to start an evening or night train from Jasidih to Ranchi and vice-versa;

(c) if so, the details thereof and the time by which the proposed train service is likely to be introduced; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-LIKARJUN): (a) 5027/5028 Ranchi-Gorakhpur Maurya Express provides direct train service between Jasidih and Ranchi.

(b) to (d) Do not arise.

New Coal Company in Bihar

3611. SHRI SIMON MARANDI: Will the Minister of COAL be pleased to state:

(a) whether there is a standing demand for setting up of a new company to develop coal mines in Bihar by separating Bihar from Eastern Coalfield;

(b) if so, the action taken on the demand; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S.B. NYAMAGODA): (a) to (c) It has been suggested that a new company consisting of Rajmahal, S.P. Mines-Kankartola, Nirsa and Kapasara coalfields from Eastern Coalfields Limited should be formed under Coal India Limited. The suggestion was not accepted as except for Rajmahal coalfield, other coalfields show no anticipated growth in coal production and the total production from these coalfields has been below the minimum production norm of twenty million tonnes for considering formation of a new company.

Superfast Trains on Delhi-Jaipur Route

3612. SHRI RAM NARAIN BERWA: SHRI CHETAN P.S. CHAUHAN:

Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to start more superfast trains on Delhi-Jaipur route in view of rush of tourists on this section; and

(b) if so, when?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-LIKARJUN): (a) No, Sir.

(b) Does not arise.

[English]

Additional Bogies in Trains Linking Delhi with Ghaziabad, Meerut and Faridabad

3613. SHRI TARA CHAND KHANDEWAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether the number of bogies in trains connecting Ghaziabad, Meerut, Faridabad is inadequate as compared to density of passenger traffic and passengers have to travel on the roof of the bogies as a result thereof; and

(b) if so, the remedial steps proposed to be taken in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-LIKARJUN): (a) No, Sir.

(b) Does not arise.

Air Strip in Sikkim

3614. SHRIMATI D.K. BHANDARI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Sikkim is the only State without any air link;

(b) whether the Union Government have received any proposal from the Government of Sikkim for the construction of air strip in Sikkim;

(c) if so, whether the site has been selected there;

(d) if so, when an airstrip is likely to be constructed; and

(e) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA): (a) Sikkim does not have an airlink at present

(b) Yes, Sir.

(c) to (e) The National Airports Authority has carried out a preliminary inspection of two sites in Sikkim for the construction of an airstrip and has found that the site at Pangthang, 13 kms from Gangtok may be suitable for the construction of an airstrip with a runway length of about 2500 ft. It is estimated that the project would cost about Rs. 25 crores. Construction of an airport will depend on a detailed analysis of meteorological and contour data, clearances from environmental agencies, and funds being made available to the National Airports Authority.

Rajgir-Bodhgaya Rail Link

3615. SHRI RAMASHRAY PRASAD SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government of Bihar has submitted a proposal for the construction of Rajgir-Bodhgaya railway line to facilitate the tourists; and

(b) if so, the details thereof and the action proposed to be taken by the Union Government in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-LIKARJUN): (a) No, Sir.

(b) Does not arise.

Acquisition of Land by Railways

3616. SHRI RAMASHRAY PRASAD SINGH: Will the Minister of RAILWAYS be pleased to state:

(a) whether the various State Governments have demanded increase in value of land acquired by the Railways; and

(b) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-LIKARJUN): (a) No, Sir.

(b) Does not arise.

Halts at Dwarapudi Station

3617. SHRI K.V.R. CHOWDARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal for improvement of Dwarapudi railway station and to provide halts of express trains there; and

(b) if so, when?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-LIKARJUN): (a) Five pairs of express trains stop at Dwarapudi. There is no proposal to stop additional trains. The facilities provided at the station are adequate.

(b) Does not arise.

Medical Facilities in Coach Repair Factory Bhopal

3618. SHRI SUSHIL CHANDRA VARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the railway coach repair factory at Bhopal does not provide medical facilities for the workers residing within the factory colony;

(b) the time by which the post of doctor created is likely to be filled up; and

(c) the details of medical facilities proposed to be extended to the workers, the budget allocation made during 1991-92 and the category of posts to be provided there?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-LIKARJUN): (a) No, Sir.

(b) and (c) Indoor facilities (50 beds), Diagnostic, Maternity, OT, ECG, X-ray, Laboratory and treatment facilities are proposed to be provided. The budget allocation for workshop hospital for the current financial year is Rs. 60 lakhs. The categories of posts proposed to be provided will include Medical Officers, and other para-medical staff.

[Translation]

Civil Aerodrome at Agra

3619. SHRI BHAGWAN SHANKAR RAWAT: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Union Government propose to construct a separate civil aerodrome at Kheria in Agra; and

(b) if so, the details thereof and when the construction work is likely to be started?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) No, Sir.

(b) Does not arise.

[English]

Conference of Chairman of State Electricity Boards

3620. SHRI SHRAVAN KUMAR PATEL: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether a conference of Chairmen of State Electricity Boards took place in July, 1991;

(b) if so, the details of subjects discussed; and

(c) the decisions taken in the Conference and the steps contemplated to implement them?

THE MINISTER OF STATE IN THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) No, Sir.

(b) and (c) Questions do not arise

LPG Agencies in West Bengal

3621. SHRI SATYAGOPAL MISRA: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state the reason for delay in allotting LPG agencies at Durgachak, Haldia in West Bengal?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): The delay in commissioning of LPG Agency at Durgachak is due to non selection of the distributionship as the Oil Selection Board has been suspended.

Rural Electrification

3622. SHRI SHIV SHARAN VERMA: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the names of the States where full rural electrification has been made; and

(b) the name of the States which are likely to be electrified fully during the Eighth Five Year Plan?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) As on 31.3.1991, the States of Andhra Pradesh, Goa, Gujarat, Haryana, Himachal Pradesh, Karnataka, Kerala, Maharashtra, Punjab and

Sikkim have achieved cent percent village of electrification with reference to 1981 Census while Nagaland and Tamil Nadu had achieved cent percent electrification with reference to 1971 Census.

(b) This would depend upon the allocation for rural electrification programme for various states in the 8th Plan, which has still not been finalised by the Planning Commission.

[Translation]

Power Generation in Haryana

3623. SHRI AVTAR SINGH BHADANA: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the total power generation capacity of power plants in Haryana;

(b) whether there is any difference between availability and demand of power in the State; and

(c) if so, the steps taken or proposed to be taken to tide over the situation?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) The total installed generating capacity in Haryana at present is 863 MW.

(b) During the period April, 1991—July, 1991, the energy requirement in Haryana was 3271 million units, against which the availability was 3197 million units, which represents a shortfall of 74 million units (2.3%).

(c) In order to improve the availability of power in the State, the following projects are under execution by the Haryana State Electricity Board:

Name of the Project	Type	Capacity (MW)
(i) Dadupur	Hydro	4×2.5
(ii) Panipat Extension Stage IV, Unit-6	Thermal	1×210

Various other measures being taken to improve the availability of power include expediting commissioning of new generating capacity, improving the performance of existing power stations, reduction of T & D losses, implementation of demand management and energy con-

ervation measures and arranging transfer of energy from surplus to deficit areas.

[English]

Coal Reserves in Arunachal Pradesh

3624. SHRI LAETA UMBREY: Will the Minister of COAL be pleased to state:

(a) whether coal reserves are found recently in Arunachal Pradesh;

(b) if so, the locations thereof with quantity and quality of coal reserves;

(c) whether any exploration work has been started there; and

(d) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S.B. NAY-MAGOUDA): (a) and (b) The details of location, quantity and quality of coal reserves are given below:—

Coalfield	District	Quality	Reserves in million tonnes			
			Proved	Indicated	Inferred	Total
1. Namchik Nambuk	Changlong	Low ash, High Sulphur Coals with caking characteristics	31.23	11.04	41.96	84.23
2. Miao Bum	-do-	Not assessed	—	—	6.0	6.0
			31.23	11.04	47.96	90.23

(c) and (d) Mineral Exploration Corporation Limited had carried out exploration work and submitted a geological report in 1984. Based on this report, Central Mine Planning and Design Institute had prepared a Feasibility Report for development of an Open-cast mine at Namchik for annual production capacity of 0.25 million tonnes with a capital outlay of Rs. 31.18 crores. Subsequently, the Oil India Limited had opined that no coal mining operations should be started as this might interfere with the oil exploration activity being carried out in this area. The plans for further exploration of coal reserves in Arunachal Pradesh have been shelved for the time being in consultation with Planning Commission.

Rail Travel Concession to Military Awardees

3625. SHRI BHUWAN CHANDRA KHANDURI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the freedom fighters are entitled to travel in first class alongwith spouse and an attendant free of fare with no restriction of mileage;

(b) if so, the details of the facilities extended to the freedom fighters in this regard;

(c) whether the Government propose to extend similar facilities without any restriction to the recipients of Gallantry awards like 'Param Vir Chakra' and 'Ashok Chakra'; and

(d) if so, when?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-LIKARJUN): (a) and (b) Freedom Fighters or their widows, who are receiving pension from Central Revenues, under the Swatantrata Sainik Samman Pension Scheme, are being issued 1st Class All India Complimentary Card Passes valid for self and a companion, who can be a spouse, and such passes are issued for a period of one year, renewable every year. They can travel either in 1st Class or AC Sleeper.

(c) No, Sir.

(d) Does not arise.

Superfast Train on Delhi to Dehradun Route

3626. SHRI BHUWAN CHANDRA KHANDURI: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government are aware that the existing train services from Delhi to Dehradun and Saharanpur are not only inadequate but also time

consuming due to a number of stoppages and long halts at different stations en route;

(b) if so, whether it is proposed to start one superfast train from Delhi to Dehradun (Via Baraut-Shamli-Saharanpur-Lakshar and Haridwar with a return journey the same day; and

(c) if so, when it is likely to be implemented and if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-LIKARJUN): (a) to (c) The existing services between Delhi and Dehradun/Saharanpur are considered adequate for the present level of traffic between these places. It is not feasible at present speed up these services by eliminating the existing stoppages. There is also no proposal to introduce any additional train on this route due to non-availability of adequate terminal/ maintenance facilities at either end and shortage of coaches and locomotives.

Promotion of SC/ST officials

3627. SHRI ARVIND NETAM: Will the Minister of RAILWAYS be pleased to state the number of officers promoted to the senior administrative grade during 1987, 1988 and 1989 and how many belonged to Scheduled Castes/ Scheduled Tribes among them?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-LIKARJUN):

The information is as under:—

Year	Total	SC	ST
1987	69	6	NIL
1988	288	26	5
1989	165	11	5

Sending of SC/ST Officials on Deputation

3628. SHRI ARVIND NETAM: Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway officers sent on deputation during the years 1987, 1988 and 1989 and how many belonged to SC/ST; and

(b) if no SC/ST officer was sent, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-LIKARJUN):

(a) Year	No. of officers sent on deputation	No. of SC/ST
1987	335	13
1988	250	9
1989	266	9

(b) Does not arise.

[Translation]

Extension of train running between Surat and Bhusawal

3629. SHRI MAHENDRA KUMAR SINGH THAKUR: Will the Minister of RAILWAYS be pleased to state:

(a) whether the passenger train running between Surat and Bhusawal has stoppage of seven hours at Bhusawal;

(b) if so, whether instead of that halt, this train is proposed to be extended upto Khandwa to facilitate the passengers; and

(c) if so, when?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-LIKARJUN): (a) 113/114 Surat-Bhusawal Passenger has lie over of 8 hrs. and 35 minutes at Bhusawal. Other trains viz. 75/76 and 77/78 Surat-Bhusawal Passengers have lie over of less than 7 hrs. at Bhusawal.

(b) No, Sir.

(c) Does not arise.

[English]

Conversion of Jodhpur-Jaisalmer Line

3630. SHRI RAM NARAIN BERWA: Will the Minister of RAILWAYS be pleased to state;

(a) whether the Government plan to convert the existing metre gauge railway line between Jodhpur and Jaisalmer;

(b) if so, the details of the project including the cost estimates and the arrangements for funding; and

(c) the stipulated time frame for starting and completion of the project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MAL-LIKARJUN): (a) Yes, Sir.

(b) and (c) Conversion of Jodhpur-

Jaisalmer line into BG forms part of Phase-II of direct BG link from Agra to Barmer/Jaisalmer which has been approved in principle. Phase-I of the work, which involves conversion of Sawai Madhopur-Jaipur, parallel BG from Jaipur to Phulera and gauge conversion from Phulera to Merta Road, Merta Road-Jodhpur and Bikaner (Lalgarh-Merta Road), has been taken up. The work of Phase-II will be taken up after work on Phase-I has been sufficiently progressed and keeping in view the availability of resources in the coming years.

Transmission and Distribution Losses

3631. SHRI RAM NARAIN BERWA: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the all India average of transmission and distribution losses, State-wise; and

(b) the steps taken or proposed to be taken to reduce it?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI

KALP NATH RAI): (a) The transmission and distribution losses in the country are of the order of about 23%. A statement indicating the average transmission and distribution losses, state-wise, during the year 1989-90 is enclosed.

(b) Comprehensive guidelines have been issued to the power Utilities for reducing the losses. These include, inter-alia, conducting of energy audit for identifying the system elements responsible for excessive losses, installing capacitors to improve the voltage profile, preparation of system improvement schemes for strengthening and improvement of their transmission and distribution systems, installing tamper proof meter boxes to check theft of energy and setting up vigilance squads to detect cases of theft of energy. Theft of energy has been made a cognizable offence from August, 1986 under the provisions of the Indian Electricity Act, 1910.

An Incentive Scheme was introduced by the Government of India among Stage Electricity Boards from the year 1987, for bringing about reduction in the Transmission and distribution losses.

STATEMENT

Percentage Transformation, Transmission & Distribution Losses (Including Commercial Losses Such as Pilferage etc.) In SEBs./EDs.

REGION	STATE ELECTRICITY BOARD/ DEPARTMENT	1989-90 \$
NORTHERN REGION	1. Haryana	29.19
	2. Himachal Pradesh	18.74@
	3. Jammu & Kashmir	49.46*
	4. Punjab	18.96@
	5. Rajasthan	21.97*
	6. Uttar Pradesh	26.10
WESTERN REGION	1. Gujarat	22.08@
	2. Madhya Pradesh	19.48
	3. Maharashtra	17.60
SOUTHERN REGION	1. Andhra Pradesh	20.20@
	2. Karnataka	20.00
	3. Kerala	22.00*
	4. Tamil Nadu	18.48
EASTERN REGION	1. Bihar	21.50*
	2. Orissa	23.99*
	3. Sikkim	23.36
	4. West Bengal	21.58*
NORTH EASTERN REGION	1. Assam	21.58
	2. Manipur	20.83@

REGION	STATE ELECTRICITY BOARD/ DEPARTMENT	1989-90 \$
	3. Meghalaya	10.90
	4. Nagaland	18.00**
	5. Tripura	29.78@
	6. Arunachal Pradesh	27.60@
	7. Mizoram	29.00@

NOTES 1. \$ Provisional

2. The lower T&D losses figure in respect of Meghalaya are due to bulk sale of energy to the neighbouring States.

SOURCES: 1. PDB & I Dte., CEA

2. @ State Elec. Boards/Elec. Deptts.

3. *Resource discussion held in Planning Commn.

4. **Annual Plan discussion for 1991-92

Setting up of Petrol Pumps in Vikaspuri

3632. SHRI MADAN LAL KHURANA:
Will the Minister of PETROLEUM AND
NATURAL GAS be pleased to state:

(a) whether the nearest petrol pump
from Vikaspuri, New Delhi, is situated
at a distance of 6-8 Kms;

(b) whether the DDA had sanctioned
two sites for petrol pumps in this
area;

(c) if so, reasons for not allotting
petrol pumps in Vikaspuri and the
steps taken in this direction; and

(d) the details of other areas in
Delhi where petrol pumps and gas
agencies are likely to be allotted?

THE MINISTER OF PETROLEUM
AND NATURAL GAS (SHRI B. SHAN-
KARANAND): (a) No, Sir.

(b) No, Sir. Only one site has been
sanctioned.

(c) Possession of the site has not
yet been given.

(d) New petrol/diesel dealerships
and LPG distributorships are opened
in different cities as per Marketing
plans and policy from time to time.

Vijayawada Thermal Power Station

3633. SHRI K.V. THANGKA BALU:
Will the Minister of POWER AND
NON-CONVENTIONAL ENERGY
SOURCES be pleased to state:

(a) whether the Vijayawada thermal
power project stage-III, of Andhra
Pradesh has been approved by the
Union Government;

(b) if so, the estimated cost and the
amount earmarked for it; and

(c) when the work on the project is
likely to start and the target fixed for
its completion?

THE MINISTER OF STATE OF THE
MINISTRY OF POWER AND NON-
CONVENTIONAL ENERGY SOURCES
(SHRI KALP NATH RAI): (a) and (b)
The Vijayawada Thermal Power Project
Stage-III, envisaging installation of two
units of 210 MW each, was approved
by the Planning Commission in Febru-
ary, 1991 at an estimated cost of Rs.
585.76 crores. The Planning Commis-
sion have tentatively recommended an
outlay of Rs. 39.60 Crores for the An-
nual Plan 1991-92.

(c) The Letter of Intent for the main
equipment was placed on BHEL in
April, 1990 and the advance payment
was released to BHEL in this regard
in February, 1991. The first unit is en-
visaged to be commissioned in 1993-
94 and the second unit in 1994-95.

Harnessing of Tidal Waves

3634. SHRI K.V. THANGKA -BALU:
Will the Minister of POWER AND
NON-CONVENTIONAL ENERGY
SOURCES be pleased to state:

(a) whether there is any proposal to
acquire new technologies for harnes-
sing of tidal waves for power genera-
tion at cheap rates; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE
MINISTRY OF POWER AND NON-
CONVENTIONAL ENERGY SOURCES

(SHRI KALP NATH RAI): (a) and (b) No specific proposal to acquire new technologies for generation of power from tidal waves at cheaper rates is under consideration of the Government at present. Investigations on Kachchh tidal project are being carried out by Central Electricity Authority.

Targets of Oil Production

3635. SHRI K.V. THANGKA BALU: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether oil companies in the country have requested the Government to slash their crude oil and natural gas productions target for 1991-92 by over six million tonnes; and

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

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SKHANKARANAND): (a) and (b) Oil companies have indicated that there would be shortfalls in the estimated crude oil production for 1991-92 on account of various factors. The revised estimated production figures are yet to be finalised.

Coal Linkage of Thermal Power Plants

3636. SHRI K.V. THANGKA BALU: Will the Minister of COAL be pleased to state:

(a) whether any proposal is under consideration of the Government for coal linkages so that every thermal power station is linked to the nearest coal mine; and

(b) if so, the details thereof indicating the coal linkage with each power project in each state?

The DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S.B. NYAMAGOUA): (a) While deciding the coal linkages efforts are always made to provide coal linkage to the thermal power stations from a rational source. Since coal reserves are limited to the south eastern part of the country it may not always be possible to provide coal linkage from the nearest coalfield.

(b) A statement showing the monthly linkage of coal for thermal power stations for the quarter July-September, 1991 is enclosed.

STATEMENT

(Figures in '000 Tonnes)

Name of TPS		Approved Monthly Linkage Total	Name of Company	Source
(1)	(2)	(3)	(4)	(5)
I Northern Region				
1	Baderpur	300	CCL CCL	S. Karanpura N. Karanpura
2	I.P. Station	100	BCCL CCL	Jharia S. Karanpura
3	Rajghat	40	BCCL CCL	Jharia N. Karanpura
Total Delhi		400		
4	Faridabad	60	CCL	S. Karanpura
5	Paripat	180	CCL CCL	Dhoni S. Karanpura (Kuju)
Total Haryana		240		
6	Bhatinda	180	CCL CCL BCCL	North Karanpura Rajrappa Jharia
7	Roper	300	CCL	N. Karanpura
7	Roper		CCL	Dhoni

(1)	(2)	(3)	(4)	(5)
7	Ropar		BCCL	Jharia
Total Punjab		480		
8	Kota	200	NCL	Singrauli
8	Kota		SECL	Korea Rewa
8	Kota		BCCL	Jharia
Total Rajasthan		200		
9	Harduaganj 'A'	5	CCL	S. Karanpura
10	Harduaganj 'B&C'	80	BCCL	Jharia
10	Harduaganj 'B&C'		CCL	Dhori
11	Kanpur (Kesa)	0	ECL	Raniganj
12	Panki Old	5	CCL	S. Karanpura
13	Panki Extn.	60	BCCL	Jharia
13	Panki Extn.		CCL	Dhori
14	Paricha	60	BCCL	Jharia
14	Paricha		CCL	Dhori
15	Tanda	60	CCL	Dhori
15	Tanda		BCCL	Jharia
16	Unchahar	90	CCL	Giddi/Rajrappa
16	Unchahar		CCL	N. Karanpura
17(a)	Lucknow	3	CCL	S. Karanpura
18	OBRA 'A&B'	575	NCL	Singrauli
18	OBRA 'A&B'		CCL	N. Karanpura
19	Anpara	300	NCL	Singrauli
20	Singrauli Stps	600	NCL	Jayant
21	Rihand	300	NCL	Dhudhichua/Amlo
22	NCTPP	0	CCL	N. Karanpura
Total U.P.		2138		
Total North Region		3498		
II Western Region				
23	Ahmedabad	150	SECL	Korea-Rewa
24	Dhuvran	0		
25	Gandhi Nagar	160	SECL	Korea-Rewa
26	Ukai	270	SECL	Korea-Rewa
27	Wanakbori	450	NCL	Singrauli
27	Wanakbori		SECL	Korea-Rewa
27	Wanakbori		BCCL	Jharia
28	Sikka-Replacement	50	SECL	Korea-Rewa
Total Gujrat		1060		
29	Amarkantak	120	SECL	Korea-Rewa
29	Amarkantak		SECL	Korea-Rewa
30	Korba East	180	SECL	Mainline
30	Korba East		SECL	Mainline
31	Korba West	330	SECL	Mainline
32	Satpura	350	WCL	Pench
32	Satpura		WCL	Pather Kheda
32	Satpura		WCL	Pench/Nagpur
33	Korba Stps	750	SECL	Mainline
34	Vindhyachal Stps	390	NCL	Nighai/Amiori
Total MP		2120		

(1)	(2)	(3)	(4)	(5)
35	Bhusawal	180	WCL	NPKW
35	Bhusawal		SECL	Mainline
36	Chandrapur (MSEB)	400	WCL	Durgapur/Padampur
36	Chandrapur (MSEB)		WCL	Sasti/Dhoptalia
36	Chandrapur (MSEB)		WCL	Chanda
37	Korad IH	420	SECL	Mainline
37	Korad IH		WCL	Silewara/Kamptee
38	Kaparkheda	180	WCL	Pench
38	Kaparkheda		SECL	Mainline
39	Nasik	370	WCL	NPKW
39	Nasik		SECL	Korea-Rewa
40	Pari	300	WCL	Chanda
40	Pari		SCCL	Singreni
41	Paras	30	WCL	Umrer
42	Trombay	20	SECL	Korea-Rewa
Total Maharashtra		1900		
Total Western Region		5100		
III Southern Region				
43	Kothagudem	250	SCCL	Singreni
43	Kothagudem		SCCL	Singreni
44	Ramagundam "B"	30	SCCL	Singreni
45	Vijaywada	360	SCCL	Singreni
45	Vijaywada		SECL	Talcher
45	Vijaywada		SCCL	Singreni
46	Nellore	15	SCCL	Singreni
47	Ramagundam STPS	660	SCCL	Singreni
47	Ramagundam STPS		WCL	Wardha
Total AP		1315		
48	Raichur	270	WCL	Chanda
48	Raichur		SCCL	Singreni
Total Karnataka		270		
49	Ennore	210	SECL	Mainline
50	Tuticorin	330	ECL	Raniganj
50	Tuticorin		ECL	Mugma
50	Tuticorin		BCCL	Jharia/Damagori
50	Tuticorin		SECL	Mainline
51	Mettur	360	SECL	Talcher
51	Mettur		SECL	Mainline
Total TN		900		
Total South Region		2485		
IV Eastern Region				
52	Barauni	60	ECL	Mugma/Chitra
52	Barauni		CCL	Giridih
52	Barauni		BCCL	
53	Muzaffarpur	60	ECL	Mugma/Chitra
53	Muzaffarpur		CCL	Giridih
53	Muzaffarpur		BCCL	
54	Patratu	150	CCL	N. Karanpura
54	Patratu		CCL	S. Karanpura
55	Patna	2	ECL	Raniganj
Total Bihar		272		
56	Bokaro (A+B)	120	CCL	Sel. Dhori
56	Bokaro (A+B)		DVC	DVC Mines
56	Bokaro (A+B)		CCL	Kargali W/M
57	Chandrapura	150	CCL	Dhori
57	Chandrapura		BCCL	Jharia/Lohapatti
57	Chandrapura		BCCL	Durga W/M
58	Durgapur (DVC)	100	ECL	Mugma-Salanpur
58	Durgapur (DVC)		BCCL	Patherd IH W/M

(1)	(2)	(3)	(4)	(5)
58	Durgapur (DVC)		ECL	Raniganj
	Total DVC	370		
59	Talcher	100	SECL	Jaggannath
	Total Orissa	100		
60	Bandel	130	ECL	Raniganj
60	Bandel		ECL	Mugma-Salanpur
61	Santalal ih	60	ECL	Raniganj
61	Santalal ih		BCCL	Suoamdih W.M
61	Santalal ih		BCCL	Bhjudih W.M
62	Kolaghat	250	ECL	Raniganj
62	Kolaghat		ECL	Mugma
62	Kolaghat		BCCL	Patherdih Lodna
62	Kolaghat		SECL	Mainline
63	Calcutta (CESC)	90	ECL	Raniganj
64	South Gen Station	40	ECL	Raniganj
65	Titagarh	80	ECL	Raniganj
			ECL	Mugma Salanpur
66	Durgapur (DPL)	70	ECL	Raniganj
			ECL	Mugma-Salanpur
67	Farraka STPS	300	ECL	Rajmahal
	Total WB	1020		
	Total Eastern Region	1762		
V	North Eastern Region			
68	Bongaigaon	45	ECL	Raniganj
	Total N E Region	45		
	Total Major TPS	12890		

Winding up of Vayudoot

3637. PROF. ASHOK ANANDRAO DESHMUKH: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Government propose to wind up the Vayudoot;

(b) if so, the details thereof;

(c) the total strength of Vayudoot staff who would become surplus as a result thereof; and

(d) the manner in which the Government propose to rehabilitate the staff?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) to (d) Government is considering various options regarding the future set up of Vayudoot. No final decision has yet been taken in the matter.

Supply and demand of LPG

3638. PROF. ASHOK ANANDRAO DESHMUKH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) the present annual requirement and supply of LPG in the country;

(b) the reasons for not meeting the demand; and

(c) the expected divergence between demand and supply of domestic gas over the next five years?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) and (c) While there is a current backlog of about 70 lakh applicants on the waiting list the estimated availability of LPG during 1990-95 would be as follows:

Year	(in '000 MT) Estimated availability of LPG
1990-91	2417
1991-92	2495
1992-93	2629
1993-94	2803
1994-95	3184

(d) The full demand is not being met on account of inadequate product availability.

Oil Refinery in Maharashtra

3639. PROF. ASHOK ANANDRAO DESHMUKH: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

- (a) whether the Government have made an extensive survey for setting up of an oil refinery in Maharashtra; and
(d) if so, the details thereof and the outcome therefrom?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): (a) and (d) Based on the supply demand projections, there is a proposal under the consideration of government for setting up a 6 MTPA capacity grass root refinery in Western India.

Strike by workers of Indian Airlines

3640. SHRI PRAKASH BAPU VASANTRAO PATIL: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

- (a) whether the workers in the Indian Airlines have resorted to a token strike on July 11, 1991;
(b) if so, the reasons therefor and the details of their demands; and
(c) the action taken by the Government to meet the demands and to avert such strikes in future?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) There was no token strike on 11.7.1991. Presumably, the question relates to 11.7.1990 when five Unions of Indian Airlines had resorted to a token strike.

- (b) The demands of the Unions were:
(i) An immediate dialogue should be initiated with the Unions/associations jointly to resolve the crisis.
(ii) A firm decision should be taken immediately on operation of A-30 aircraft and pending such decision, Indian Airlines should not taken on wet-lease aircraft from any foreign agency.
(iii) Private operators must be refrained from undertaking commercial air transportation in India.
(iv) Vayudoot should be permitted to

operate only feeder routes and it should not wet-lease aircraft from foreign airlines.

- (v) Authority as per the Air Corporations Act, 1953 should be restored to Indian Airlines Management to ensure effective functioning of the airline.
(c)
(i) The A-320 aircraft had subsequently been re-inducted.
(ii) As regards private sector participation in domestic air services, the policy of the Government was fully explained to the representatives of the Unions. It was made clear to them that while Indian Airlines would receive all support from the Government and would obviously be the dominant domestic carrier in the foreseeable future, Government were committed to encourage and liberalise private sector participation in domestic air services.
(iii) As regards Vayudoot, it was made clear that Vayudoot was entitled to take its own decision in the matter. However, Vayudoot has on its own discontinued wet leasing of aircraft from foreign airlines since September, 1990.
(iv) The authority as per the Air corporations Act, 1953 is with Indian Airlines.

Wheel Axle Plant at Rourkela

3641. SHRI RABI RAY: Will the Minister of RAILWAYS be pleased to state:

- (a) whether there is any proposal for setting up of a Wheel Axle plant at Rourkela in Orissa;
(b) whether the Rites (Rail India Technical and Economic Service) has given a favourable report in setting up this plant at Rourkela; and
(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) No, Sir.

- (c) Does not arise

Prices of eatables at Stations

3642. SHRI MAHESH KUMAR
KANODIA :
SHRI CHETAN P.S.
CHAUHAN :

Will the Minister of RAILWAYS be pleased to state :

(a) whether the prices of various eatables and soft drinks sold at railway stations are much higher than the market price;

(b) if so, the reasons therefor; and

(c) the steps proposed to be taken to bring down the level of prices to cater at reasonable rates?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) No Sir,

(b) Does not arise.

(c) Taking into account the input costs, the prices fixed for various items are considered reasonable.

[Translation]

Power Projects with Foreign Assistance in U.P.

3643. DR. MAHADEEPAK SINGH SHAKYA : Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state :

(a) whether certain power projects with foreign assistance are being set in Uttar Pradesh;

(b) if so, the locations of such projects;

(c) whether there has been considerable delay in the completion of these projects; and

(d) if so, the reasons for the delay?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI) : (a) and (b) The following power projects are being set up in Uttar Pradesh with external assistance :—

S. No.	Name of Project	Installed Capacity (MW)	Location
1.	National Capital Thermal Power Project	840	Ghaziabad
2.	Combined Cycle Gas Based Power Project (Dadri)	817	-do-
3.	Tehri Hydro Power Complex	2400	Tehri Garhwal
4.	Anpara 'B' Thermal Project	1000	Sonebhadra
5.	Unchahar (Extension) Thermal Project	420	Rai-Bareilly
6.	Srinagar Hydro-electric Project	330	Pauri Garhwal

(c) and (d) There has been delay in completion of Tehri Hydro Power complex, Srinagar Hydro-electric Project and Anpara 'B' and Unchahar (Extension) Thermal Projects. The delay in the case of Tehri Project is mainly due to issue of environmental clearance and in the case of other projects it is due to constraint of rupee resources with the State Government.

[English]

Literacy Mission for Railway Employees

3644. SHRI ANADI CHARAN DAS : Will the Minister of RAILWAYS be pleased to state :

(a) whether the railways have set-up training centres to educate railway

employees under National Literacy Mission;

(b) if so, the details thereof and the achievements made so far;

(c) the number of training centres in each zonal railway and the number of participants during last two years; and

(d) the places in Orissa where such centres are proposed to be set up in future?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) to (d) Information is being collected and will be laid on the Table of the Sabha.

[Translation]

Rate of Electricity in Delhi

3645. SHRI RAJVEER SINGH : Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state :

(a) the rate at which electricity charges have been increased by the New Delhi Municipal Committee and the date from which it has been made effective;

(b) whether the reading of the electric consumption in Government residential accommodation under NDMC is being taken each month;

(c) if not, the reasons why the electricity bills are inflated on the basis of meter reading taken after two or four months showing consumptions at higher slabs instead of actual monthly reading

which would have been at a lower slab; and

(d) the corrective steps taken or being taken in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI) : The requisite details are given in the attached statement.

(b) to (d) The electricity bills are issued by the NDMC to its consumers on monthly reading basis. In the case of any delay in taking the meter reading etc. due to unforeseen circumstances, the consumer is charged on proportionate consumption basis. Any specific case of over-billing etc. brought to the notice of the NDMC is rectified.

STATEMENT

Statement showing the revised electricity tariff of the NDMC with effect from 1.3.91

Sl. No.	Category	Pre-revised tariff (paise per Unit)	Revised tariff (w.e.f. 1.3.91) (paise per unit)
1.	Domestic (light, fan, power)		
	First 100 units	29	42
	next 100 units	34	52
	next 100 units	77	152
	above 300 units	77	202
2.	Domestic (Power)	77	202
3.	Commercial (upto 100 KW)	92	153
4.	Commercial		
	Concessional (below 100 KW) for eligible charitable & religious bodies		
	first 100 units	29	78
	above 100 units	34	139
5.	Concessional commercial (100 KW & above) for eligible charitable & religious institutions	53+10%	139+10%
6.	Concessional Commercial: (below 100 KW) for eligible Small Scale Industrial Units	78	128
7.	Commercial (100 KW & above) LT	185 p.+10%	244 p.+10%
8.	Commercial (HT)	185	244

[English]

Modernisation of Jabalpur Station

3646. SHRI SHRAVAN KUMAR PATEL : Will the Minister of RAILWAYS be pleased to state :

(a) the amount sanctioned for the development of Jabalpur railway station

as a model station during the last three years, year-wise and 1991-92; and

(b) the details of work completed and still to be undertaken there?

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

STATEMENT

(a) Amounts sanctioned for the Jabalpur Model Station during the last three years and for the year 1991-92 are as under :

Year	Amount in lakh of Rs.
1988-89	4.60
1989-90	21.58
1990-91	34.71
1991-92	10.30
Total	71.19

(b) The details of works completed, in progress and yet to be taken up are as under :—

(1) Works completed/in progress

Sl. No.	Name of Work	Cost (Rs. in lakh)
1.	Provision of modern type furniture, large size electronic indicator boards and SPTC machine for issue of tickets.	2.52
2.	Providing kotah stone flooring for platforms and waiting hall.	1.94
3.	Improvements to lavatories and bath-rooms of 2nd class general and ladies waiting hall, waiting rooms.	0.70
4.	Extension of booking-cum-reservation office on city side.	1.42
5.	Improvements to doors and windows of station building by providing aluminium doors and windows.	3.00
6.	Provision of mosaic tiles flooring and modern furniture in S.S. and other offices.	1.50
7.	Provision of rest shelter for licensed porters.	1.50
8.	Provision of C.C. TVs 15 Nos.	1.98
9.	Provision of water cooler in reservation office.	0.80
10.	Expansion of circulating area by dismantling existing service building and quarters. Provision of boundary wall, widening and asphaltting of approach roads. Provision of parking places, traffic lanes, sodium vapour lamps in circulating area, planting of flowering and shady trees etc.	19.38
11.	(a) Additions and alterations to existing building to provide 1 double bedded non AC and 1 double bedded AC delux retiring rooms and caretaker room. (b) proposed 4 double bedded and 3 Nos. 4. bedded Janta Retiring rooms.	4.40 39.50
12.	Extension of cover over platform No. 1	15.00
13.	Extension of Up and Dn. platform and provision of cover over platform No. 2 and 3.	21.32
14.	Provision of washable apron on platform No. 1 and 2	40.00
15.	Extension of 2nd class waiting hall of main building and provision of 1st class waiting room in the existing building.	10.00
16.	Provision of water coolers on Up and Dn. platform.	2.50
(2) Works yet to be taken up		
17.	Extension of existing foot over bridge on Delhi end to the circulating area on west side and platform No. 2 and 3 to platform No. 1.	11.09
18.	Improvement to cycle/scooter stand on city side.	5.00
19.	Extension of parcel office building.	5.00
20.	Provision of 4 latrine seats on platform No. 1 and 4 latrines, 4 bathrooms on platform No. 2 and 3.	2.00
21.	Provision of refreshment stalls on platform No. 3	0.80
22.	Provision of latrine in city side booking office.	0.15
23.	Improvements to lighting arrangements by providing additional sodium vapour lamps in concourse, platform etc.	4.00
24.	Provision of urinals on platform and waiting halls.	0.50
25.	Provision of water taps on platform and concourse.	0.03

Halt of Vaigai Express at Tambaram

3647. SHRI B. RAJA RAVI VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to provide halt of Vaigai Express at Tambaram; and

(b) if so, when?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) No, Sir,

(b) Does not arise.

Inventory Control in ITDC

3648. SHRIMATI GEETA MUKHERJEE:
SHRI LOKANATH CHAUDHARY:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether ITDC Management set up a 'credit control cell' at its Corporate Office and also simultaneously created an 'Inventory Cell'; and

(b) if so, the achievements, if any, of the two cells and their effect on the efficient management of working capital of ITDC, during the last three years?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) The Credit & Collection Cell was set up at the Corporate Office in July 81 to assist units in realisation of outstandings. As the basic records being available only at the unit level it was decided in Feb. 85 to attach the staff with the respective units. The monitoring of outstanding, credit control and issue of credit cards however, continues to be handled at the Corporate Level.

The Inventory Cell at the Corporate Office started functioning in March 79. The guidelines introducing scientific methods of inventory management in ITDC hotels, monitoring of inventories etc. were issued to all hotel units. The day to day inventory management functions are performed by the units themselves. The Material Management & Development Division at the Corporate Office assist units in having proper inventory control; arranging inter-unit transfer of stores, identification and disposal of obsolete and surplus items; and awarding central rate contracts for

bulk purchase items including fresh supplies for Delhi based hotel/catering establishments.

[*Translation*]

Rail Link Chhota Nagpur-Santhal Pargana Districts

3649. SHRI UPENDRA NATH VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to link District headquarters of Chhota Nagpur-Santhal Pargana area of Bihar railway lines; and

(b) if so, when?

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

(b) Does not arise.

[*English*]

Railway Wagons to Andhra Pradesh State Electricity Board

3650. SHRI DATTATRAYA BANDARU: Will the Minister of RAILWAYS be pleased to state:

(a) whether his ministry have not provided adequate number of wagons to Andhra Pradesh State Electricity Board;

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

(c) the step proposed to be taken to provide adequate number of wagons?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) to (c) The railways are meeting the demand of wagons for moving coal to the thermal power stations of Andhra Pradesh in full not only from Singareni Coal Fields to which they are linked but also supplementing the supplies from Western Coal Fields Ltd. and Talcher Coal Fields which are not the rational sources.

12.00 hrs.

[*English*]

MR. SPEAKER: Before anything starts, yesterday Mr. Advani had raised an issue.

(*Interruptions*)

MR. SPEAKER: I am asking the Foreign Minister to make a statement about the situation in USSR. Please take your seats.

STATEMENT BY MINISTER

Political Situation in Soviet Union

THE MINISTER OF EXTERNAL AFFAIRS (SHRI MADHAVSINH SOLANKI): Government has seen the statement signed by Mr. G.I. Yanaev, the acting Soviet President, Prime Minister Pavlov, and First Deputy Chairman of the Soviet Defence Council Baklanov, that in accordance with Article 127.7 of the Soviet Constitution, the authority of the President of USSR has been transferred from Mr. M.S. Gorbachev to the Vice-President Mr. G.I. Yanaev. The Government has also received the appeal issued by Mr. G.I. Yanaev to the Heads of State/Government of all countries and to the Secretary-General of the United Nations informing that with effect from the 19th August, 1991, in accordance with the Constitution and the laws of the Soviet Union an emergency is being introduced for six months, during which period all powers and authority is to be exercised by the State Committee on the emergency situation in the Soviet Union.

Sir, India attaches great importance to its relations with USSR which are based on the universally accepted principles of conducting inter-state relations and are reflected in the Indo-Soviet Treaty of Peace, Friendship and Cooperation. It was because of the importance that both the countries attached to the Treaty that very recently they jointly announced their intention to extend it by a further period of twenty years. The above events in the Soviet Union are thus of vital interest to us and indeed to the whole world. The Government of India is, therefore, constantly and carefully monitoring the situation there since receiving reports of the announcements and is maintaining close touch with the situation in this regard.

SHRI HANNAN MOLLAH (Uluberia): The main culprits in the Rajiv Gandhi's assassination case, Sivarasan and Subha, are reported to have committed suicide in Bangalore.... *(Interruptions)*

MR. SPEAKER: Not like this. There is one more announcement.

(Interruptions)

SHRI HANNAN MOLLAH: Government should make a statement on that whether they have committed suicide or whether ... *(Interruptions),...*

MR. SPEAKER: Mr. Hannan Mollah, please take your seat. Yesterday, the Members wanted that a statement should be made by the Home Minister on what has happened in Tamil Nadu with respect to Shri Chidambaram and other M.Ps. I had asked that a statement should be made. I am informed by the Home Minister that he has collected the information but he would like to check it again to verify it and to make the statement after checking up. I have allowed him to check it and make the statement.

AN HON. MEMBER: What time?

MR. SPEAKER: Probably it may be tomorrow not today....

(Interruptions)

SHRI LAL K. ADVANI (Gandhi Nagar): Mr. Speaker, Sir, there are very many statements which are made by the Government, by the Ministers, about which unless we know the time, we miss them. For example, last night around 7.30 or 8, a statement was made in respect of Kashmir migrants and we were not informed of that earlier. If we had been informed, we could have adjusted accordingly. Therefore, the time should be notified some time in advance...*(Interruptions)*.

MR. SPEAKER: I do agree that it is better if the Members are informed about it...

(Interruptions)

MR. SPEAKER: Please, let me complete what I want to say. I agree with you that the Members should be informed and it will certainly take them to know what is actually being said on the floor of the House. But there is one more point which has to be borne in mind that all these statements are coming in response to the queries made on the business which is not listed — unlisted business. I do agree that yesterday one of the hon. Members wanted that a

statement should be made and I had said that the statement should be made and it came. Otherwise I would have allowed that statement to be made today itself at this time.

SHRI LAL K. ADVANI: For example, this particular statement was agreed on Friday.

MR. SPEAKER: Which one?

SHRI LAL K. ADVANI: That the Home Minister would make a statement on Kashmir migrants was agreed in the parties leaders meeting on Friday and, therefore, it could have been easily listed for Monday, or if it was not listed, it should have been listed for Tuesday.

MR. SPEAKER: Unlisted business and statements on unlisted business generally we are not mentioning in the agenda. This is all on unlisted business.

SHRI LAL K. ADVANI: I can understand in respect of, say, air crash. There too, if a couple of hours before the statement is made...(Interruptions).

MR. SPEAKER: This is being done in response to the matters which are not mentioned on the agenda. But then I agree with you that the spirit should be borne in mind.

[Translation]

SHRI MADAN LAL KHURANA (South Delhi): Mr. Speaker, Sir, since it relates to me, I would like to have a clarification regarding it.

[English]

SHRI NIRMAL KANTI CHATTERJEE (Dum Dum): Just a minute. Sir, if it is unlisted, the previous practice was that a note was circulated that at this particular time a statement will be made by a Minister. This happened always in the case of unlisted statements...(Interruptions).

MR. SPEAKER: If you all agree, I will have this introduced in the Rules book itself so that it does not become unlisted. Everything now we are doing is unlisted. It is not mentioned in the rules. If you want to make it so accurate, then we will mention it in the rules.

SHRI NIRMAL KANTI CHATTERJEE: I am not on that point. What I am saying is

that the earlier practice was...(Interruptions)

MR. SPEAKER: O.K., we will consider. I have understood the spirit and it will be borne in mind.

[Translation]

SHRI MADAN LAL KHURANA: Sir, on that day I raised the issue of lathi-charge on Kashmiri migrants. When I raised it on the next day it was said that statement would be made on the same day. But such incident had taken place there that the House was adjourned...(Interruptions)

[English]

MR. SPEAKER: He did make the statement.

[Translation]

SHRI MADAN LAL KHURANA: The Hon. Home Minister has said in your Chamber that statement would be made on Monday. Yesterday I again raised this matter and met him at 4. P.M. because the Minister of Water Resources had called a meeting at 6.00 P.M....(Interruptions)

[English]

MR. SPEAKER: Mr. Khuranaji, I am not ready to give too much importance to what is happening in zero hour. Otherwise, we will introduce in the Rules Book and go according to the rules.

[Translation]

SHRI MADAN LAL KHURANA: It is my humble submission that I may be informed as to where we should discuss the problems of the poor Kashmiri migrants.

MR. SPEAKER: That is why statement has been made on it.

SHRI MADAN LAL KHURANA: The statement was made at 08.00 P.M.

[English]

MR. SPEAKER: O.K., there is no question-answer on statements. Yes, Hannan Mollahji.

[Translation]

SHRI MADAN LAL KHURANA: Sir, I would like to say that the statement which was made yesterday....(Interruptions)

[English]

MR. SPEAKER: You got the statement.

[Translation]

SHRI MADAN LAL KHURANA: We have not been informed anything about it.

[English]

MR. SPEAKER: No, it is not allowed according to rules.

[Translation]

SHRI MADAN LAL KHURANA: Sir, you have given such ruling.

[English]

MR. SPEAKER: No, no, in exceptional cases, not like this. Yes, Hannan Mollahji.

MR. SPEAKER: Now Shri Hannan Mollah.

SHRI HANNAN MOLLAH (Uluberia): There is a report that the prime culprits of Rajiv's assassination—Sivarasan and Subha—have committed suicide today morning at Bangalore when they were encircled by the Police. I want to know whether it is a failure of the S.I.T. to apprehend them to find out the real conspiracy behind the assassination. We have also seen Indira Gandhi's murder. Many people have been killed. So we do not know what is happening. (Interruptions)

MR. SPEAKER: Please sit down.

(Interruptions)

[Translation]

MR. SPEAKER: Mr. Hannan Mollah, you please continue with your speech I am pointing the member sitting behind you

(Interruptions)

[English]

SHRI HANNAN MOLLAH: Sir, this is my request to the Government through you that the Home Minister should immediately enquire and make a statement as to how this can happen—the main culprits could be eliminated, I do not know by whom and what has happened. (Interruptions)

SHRI NIRMAL KANTI CHATTERJEE: Sir, the Home Minister is here. He

should make a statement.

SHRI DIGVIJAYA SINGH (Rajgarh): This is a very important matter. (Interruptions)

MR. SPEAKER: One after the other.

SHRI NIRMAL KANTI CHATTERJEE: The Home Minister was saying that a foreign hand was suspected. The prime suspects are being destroyed in this manner. (Interruptions)

MR. SPEAKER: One after the other should speak. I am allowing Shri Chandra Jeet Yadav. Your party Member has spoken on this. Yes, Shri Chandra Jeet Yadav.

(Interruptions)

SHRI NIRMAL KANTI CHATTERJEE: We want a statement from the Home Minister. If it is not satisfactory, then I will demand a House Committee to investigate into what is happening. If a foreign hand is suspected and one after the other they destroy the evidence, what will happen?

MR. SPEAKER: Nirmal Kantiji, one Member of your party has already taken it up.

(Interruptions)

SHRI ANIL BASU (Arambagh): If it is a fact, he has to make a response. (Interruptions)

MR. SPEAKER: Please take your seat. Please understand. If all of you speak at one and the same time, nothing is recorded. If you speak one after the other, something is at least recorded.

(Interruptions)

SHRI LOKANATH CHOUDHURY (Jagatsinghpur): But you are not giving us a chance. (Interruptions)

SHRI CHANDRA JEET YADAV (Azamgarh): Sir, since the shocking assassination of the late Prime Minister, Shri Rajiv Gandhi this fact has come to light that the LTTE has organised itself on a very large scale and they have deep rooted net not only in Tamil Nadu but in the neighbouring States also. Now these facts have come to light. It is also

serious that most of the prime suspects for whom the search is on, are committing suicide and Police is not able to lay its hands on them. It seems that there is a systematic efforts for the elimination of the evidence. I want that the Home Minister should make a statement on this. The LTTE which is so well-organised can become a very serious threat for our national integration. I think a full and detailed statement should made by the Home Minister. This is what I am demanding. *(Interruptions)*

MR. SPEAKER: I am allowing Lokanathji. This is not going on record. *(Interruptions)*

MR. SPEAKER: please sit down. It is not going on record.

(Interruptions)

MR. SPEAKER: I will allow you later on. Please understand it is not going on record.

(Interruptions)

SHRI LOKANATH CHOUDHURY: Mr. Speaker, Sir, it is becoming a great concern for all us and already the Home Minister said that there is some international conspiracy, and I do share with him about this. But one thing is, there is a systematic conspiracy to destroy all proof and I want to draw the attention of the Home Minister to the fact that those persons who are in charge of security are now in charge of investigation also. Sir, when something happens, naturally they would try to save themselves and the investigation should go in that line. So, I want the Home Minister should also take it into consideration that the persons who were in charge of security should not be in the investigating process and these happenings are just proof of this. so, on this point the Home Minister should clarify.

SHRI DIGVIJAYA SINGH: We are really concerned about the facts raised by honourable Hannan Mollah Sahib and through this House the nation owes an explanation from the hon. Home Minister whether it is a fact that the prime suspect of Shri Rajiv Gandhi's assassination and his accomplice have committed suicide. Sir, we must know the facts before the

House is adjourned today. At the same time, Sir, today being the birthday of hon. Shri Rajiv Gandhi, I would urge upon the hon. Prime Minister that a memorial should be constructed at Sriperumbudur in memory of late Shri Rajiv Gandhi.

[Translation]

SHRI LAL K. ADVANI (Gandhi Nagar): Mr. Speaker, Sir, yesterday night some journalists told me that Sivarasan, the main culprits in Rajiv Gandhi's assassination case has perhaps committed suicide. The matter has been pending for quite a long time and there is much talk about it that it is the biggest man hunt in history. An award of Rs. Ten lakh was announced on the head of Shri Sivarasan. The death of Sivarasan in mysterious way has further deepen the mystery. It would be good if the Government take the House into confidence. The Government's clarification in this regard is must to have the factual position and to dispel rumours.

We have been waiting that the hon. Minister would give information about Rajiv Gandhi's assassination case. Today is the birth day of Shri Rajiv Gandhi and atleast on this day some information about the progress made in the investigation should be given to the House.

SHRI SAIFUDDIN CHOUDHURY (Katwa): Sir, the Minister is here. What we want to know is whether the news that has appeared is a fact or not. What is the information with the Government?

The second thing is that the Home Minister has been constantly saying that there is a foreign hand behind the assassination of Shri Rajiv Gandhi, though LTTE was there motivated by some foreign power. He also promised that there will be a judicial inquiry to investigate the matter. Now, why this delay? That explanation he must give in this House. An attempt is going on to subvert the investigation as to who were behind the assassination, what was the conspiracy. We, Sir, are very serious, we want to

know why this delay and when they are going to institute that inquiry.

SHRIMATI GEETA MUKHERJEE (Panskura): Sir, what has already been said, I am not going to repeat. I just want to draw the attention of the Home Minister to this and ask whether it is a fact that after he said that it is an American conspiracy, he was asked by the American Ambassador here about it and he said that it was a slip of tongue. If that is so, then I am extremely astonished. (Interruptions). Therefore, Sir, I would only request him to make a full statement with regard to this. This conspiracy is not only there from Karnataka to Assam, but all over from east and west. Let him please tell us this thing.

[Translation]

SHRI MANORANJAN BHAKTA (Andaman-Nicobar Islands): Mr. Speaker, Sir, it is a matter of great regret that after the assassination of Shri Rajiv Gandhi, incidents of killings are taking place one after the other...

[English]

MR. SPEAKER: Do you also want a Statement?

[Translation]

SHRI MANORANJAN BHAKTA: The killings that are taking place are going out of control of the Government. It is a serious matter. If foreign conspiracy goes on like this in the country and we do not protect the life and property of the people of this country then it would pose a serious threat to integrity and freedom of the country. Therefore, I would like to say that the hon. Home Minister should state the factual position before the House. What are the compulsions of the Government? Why such incidents are taking place and why the Government fails to check these things? Many things have been said about it yet the Government is unable to check such incidents. The House should be informed about all these things. Today is the birthday of Shri Rajiv Gandhi and therefore the Government should inform the House as to what steps it is going to take in this regard.

SHRI MADAN LAL KHURANA: Mr. Speaker, Sir, few days back I raised this matter during zero hour that our intelligence agencies, be it RAW or be it CBI, which are investigating into the assassination case of Shri Rajiv Gandhi have proved total failure. Some people who are involved in the conspiracy are destroying evidences and that is why such murders are taking place.... (Interruptions).. That is why the mystery of Rajiv Gandhi's assassination case is further deepening. As you are saying of international conspiracy, there may be some elements within the country itself who will also be exposed to the country if the case is instituted. That is why conspiracy is being hatched to destroy the evidences. Whether such elements are within the country or.... (Interruptions)....

MR. SPEAKER: Mr. Khurana, you are giving a speech and it is difficult to proceed like this.

SHRI MADAN LAL KHURANA: The hon. Minister should enquire about it.

SHRI GEORGE FERNANDES (Muzaffarpur): Mr Speaker, Sir, I do not want statement from the Minister on the incident that took place at Bangalore alone. We believe that Special Investment Team which was constituted to investigate into the assassination case of Shri Rajiv Gandhi has proved total failure. We would like the hon. Home Minister to take the House into confidence and state the reasons for the failure of SIT. During last two months such statements were given that some suspected persons were seen sometime at Calcutta, sometime at Delhi and sometime in Nepal. Why such information were given. Was it to mislead the people of the country or to keep those people in dark who were being man hunted? (Interruptions).

MR. SPEAKER: We have enough discussion on it.

SHRI GEORGE FERNANDES: Mr. Speaker, Sir, I tell you the reasons behind it. It is a serious matter. The officers of SIT have been travelling every metropolitan city of India for the last two months. Why they are doing so when

they know that culprits are hiding somewhere near Madras or Bangalore. We want complete information about it....
(Interruptions)...

MR. SPEAKER: It can cause impediment in the investigation, therefore you should make your submission within a limit.

SHRI GEORGE FERNANDES: Mr. Speaker, Sir, that is why Government should make a statement on it.
(Interruptions)

[English]

SHRI R. SRIDHARAN (Madras South): Mr. Sepeaker, Sir, yesterday, a Congress (I) Member had asked for the immediate dismissal of the State Government of Tamil Nadu. On behalf of my party here, I would request an immediate apology from the concerned Member as he had no business to do so in this House. As far as the Assembly is concerned, we have 225 MLAs. (Interruptions) So, I demand an immediate apology from him.
(Interruptions)

SHRI N. P. G. NARAYANA (Gobichettiyalayam): Yesterday during zero hour, Shri Adaikalaraj and Shri C. K. Kuppuswamy demanded the dismissal of the State Government.

MR. SPEAKER: The hon. Minister has said that he is coming with the statement. Why do you raise the issue now?

(Interruptions)

SHRI P. G. NARAYANAN: Yesterday during zero hour, Shri Adaikalaraj and Shri C. K. Kuppuswamy demanded the dismissal of the State Government. But the fact is that in the byelection which is now taking place in Tamil Nadu, our Chief Minister and All India Anna DMK are campaigning for Congress.
(Interruptions)

SHRI DIGVIJAYA SINGH (Rajgarh): Let this be raised after the statement is made. (Interruptions)

MR. SPEAKER: You have made the point. Please take your seat. Your colleague also made the point.

(Interruptions)

SHRI P. G. NARAYANAN: We are

also supporting the Congress at the Centre Sir, those two Congress Members should withdraw their statement demanding dismissal of the State Government. (Interruptions)

MR. SPEAKER: I cannot ask you to withdraw your own statement. Please sit down. Now you understand the position. Please take your seat.

(Interruptions)

SHRI P. G. NARAYANAN: It is a very serious matter. (Interruptions) It is an important issue. Their statement is contrary to the stand of the Congress party.

MR. SPEAKER: Please sit down. Will you ask your colleagues to sit down when you are making the statement?

(Interruptions)

SHRI DIGVIJAYA SINGH: Let his statement come after the statement of the hon. Minister. (Interruptions)

SHRI P. G. NARAYANAN: Yesterday two Congress Members demanded the dismissal of the Tamil Nadu Government but the fact is in the byelection which is now taking place in Tamil Nadu, our Party and our Chief Minister are campaigning for Congress party. But thier stand is contrary to the stand of the Congress party and, therefore, either they have to resign or they have to withdraw their statement. Otherwise, we may have to reconsider our stan.
(Interruptions)

SHRI LOKANATH CHOUDHURY: You can reconsider that. What is there?
(Interruptions)

MR. SPEAKER: All of you, please sit down.

(Interruptions)

SHRI R. SRIDHARAN: We want an immediate apology. That is all we want.
(Interruptions)

SHRI SOMNATH CHATTERJEE (Bolpur): You need a Counsel now.

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): When a real Counsel will be needed for the House, I will only have Shri Somnath Chatterjee as the Counsel, no one else.

SHRI SOMNATH CHATTERJEE: It depends on how much you give.
(Interruptions)

SHRI ARJUN SINGH: I would like to request my hon. friends from the AIADMK Party...

SHRI R. SRIDHARAN: Alliance Party.

SHRI ARJUN SINGH: When I say friends, it is more than an alliance. I would like to say it—the hon. Members would kindly bear this in mind—that there was a very heated debate yesterday on this issue. So far as the Government is concerned and if I may add also the Party is concerned, there is nothing farther from the mind than the question of asking for the dissolution of the Tamil Nadu Government. There is no question. Now, the point is that somebody has said something in the heat of the moment and I think we should not be that fussy about it.
(Interruptions)

DR. (SMT.) K.S. SOUNDARAM (Tiruchengode): We demand an apology.

SHRI R. SRIDHARAN: Why should they make such a demand. We demand an apology. (Interruptions)

MR. SPEAKER: Please take your seat. I am standing here. Let us please understand that what you have wanted, you got it from the Government. Even after that if you are agitating, standing, talking and shouting, we do not know what you are asking for.

(Interruptions)

MR. SPEAKER: Please sit down now. You cannot continue like this. You cannot go on doing like this.

(Interruptions)

MR. SPEAKER: The representative of the Government has said what he has said on the floor of the House. What is it that you want now?

SHRI R. RAMASWAMY (Periyakulam): They have wounded the feelings of the people of Tamil Nadu. We demand an apology.

MR. SPEAKER: Don't shout like this. This is not correct. What you are saying

is being watched by everybody in the House.

(Interruptions)

SHRI R. SRIDHARAN: We are not fussy about it. We want an apology from the Member of Parliament concerned. He demanded yesterday dissolution of the Tamil Nadu Assembly. He should apologise. We are not fussy about it.
(Interruptions)

12.35 hrs.

At this stage, Shri R. Sridharan and some other hon. Members came and sat on the floor near the Table

(Interruptions)

MR. SPEAKER: That will not go on record. Please go to your seats.

(Interruptions)

SHRI SRIKANTA JENA (Cuttack): Please adjourn the House.
(Interruptions)

SHRI SOMNATH CHATTERJEE: What is this conflagration that is going on here? Is it a place for a party meeting? Enough is enough. They are treating the Chair with utmost disrespect.
(Interruptions)

MR. SPEAKER: The House now stands adjourned to meet again at 1 o'clock.

12.40 hrs.

The Lok Sabha then adjourned till Thirteen of the Clock.

The Lok Sabha reassembled at four minutes past Thirteen of the Clock.

13.04 hrs.

(MR. SPEAKER in the Chair)

SHRI SOMNATH CHATTERJEE (Bolpur): This is not right. Let them go outside, discuss it and come back. In the House some dignity is to be maintained.

MR. SPEAKER: May I request the hon. Members that if they have to discuss and consult, they can do it in the Lobby and come back?

SHRI SOMNATH CHATTERJEE: Sir, we want them to come back and participate in the discussions of the House. I hope it has been resolved and Shri Arjun Singh has been able to

satisfy them. *(Interruptions)*

MR. SPEAKER: They have wisely taken a decision, it appears.

(Interruptions)

MR. SPEAKER: Shri Haradhan Roy.

SHRI HARADHAN ROY (Asansol): Sir, I would like to mention the following subject.

'Mine accidents of serious nature which took place on 2nd and 8th of August, 1991, at Kunostoria Colliery of Eastern Coal Fields'.

Sir, the above said two accidents could have caused heavy loss of lives of colliery workers. These two accidents reveal that safety of mine workers receives little attention of management though misinformation is spread through Television firms very regularly misusing public money, that mines safety received highest importance of this public sector Coal India Limited. The first accident happened on 2.8.91 in Kunostoria Colliery was due to inrush of water into workings of Kenda Seam, where workers are employed, from a waterlogged, abandoned top seam as was the case with Mahabir Colliery disaster of November, 1989, which trapped below ground 71 workers, six of whom died. The second one was a devastating surface subsidence on 8.8.91 which resulted in caving in of the residence of the Agent and the Manager of this Colliery. Mines Safety has reached so low that even the Agent and the Managers, the senior-most officers of the Colliery, fail to ensure safety to their quarters and family members. How can they be relied upon to ensure safety to the Colliery workers and the villagers staying in the area of the Colliery. Such dangerous happenings are innumerable in Raniganj Coal Field as because the Management as well as the Directorate-General of Mines Safety, the enforcement authority of Mines Safety, have become almost defunct so far as safety is concerned.

Sir, I would like to draw the attention of the hon. Minister of Coal for necessary action.

[Translation]

SHRI VIJAY KUMAR YADAV (Nalanda): I would like to draw the attention of the Government towards opening of an Open University at Nalanda. The Nalanda International University in Bihar had been a very famous university. Four years ago, the Central Government took a decision to open an open university here but no action has so far been taken in this regard. Funds or for that matter help of any kind supposed to be provided by the Central Government to the State Government have not been provided so far. I would urge that the Government should issue directions in this regard and also should extend necessary assistance to State Government to enable them start the university there.

[English]

SHRI SRIKANTA JENA (Cuttack): Sir, I would like to draw the attention of the Government regarding the flood situation in Orissa. Yesterday, the Leader of the House has given a very casual statement saying that, as usual, help will be given to the State Governments.

Sir, the flood situation in Orissa is very serious and about fifty lakh people are still in marooned stage. The price of rice has gone upto Rs. 10 per kg and it is not available because of the dislocation. I now demand that the Government of India should send adequate rice and other essential commodities as required by the Government of Orissa. I also demand that the Prime Minister should visit the areas immediately. Sir, eleven districts of Orissa have been severely affected by flood and it is still continuing. Even today nearly fifty lakh people are marooned.

I demand a statement from the Government about the flood situation in Orissa and that the Prime Minister should immediately go to the flood affected areas. The statement given yesterday by Shri Arjun Singh is not really satisfactory. He said, as usual, help will be given. It is not a usual flood. It is totally a different type of flood which has caused serious damage to the environment, to the canal system, to the communications, and to the lives of the people. So, I demand that

the Government of India should cooperate and give adequate assistance to the State Government so that they can be in a position to rescue the people and give relief to them.

I request again Mr. Arjun Singh to respond to the State Government's appeal to give adequate relief material to the Government of Orissa.

SHRI LOKANATH CHOUDHURY (Jagatsinghpur): Sir, I have to make a request. The situation is very serious. I want that the Government should at least make a statement in Parliament to the nation on the flood situation in Orissa. The national Press is also not taking it into consideration.

I think, I should urge upon the leader of the House to at least make a statement on the flood situation in Orissa. (Interruptions)

SHRI CHANDRA JEET YADAV (Azamgarh): Mr. Speaker, I am raising another very serious question. For two weeks, my resolution on flood and drought is pending in the House. You see how serious we are.

MR. SPEAKER: Mr. Yadav, I would be constrained to disclose what you had discussed with me in my chamber.

(Interruptions)

SHRI CHANDRA JEET YADAV: I sympathise with you also because you also want it. But we are not able to discuss it. (Interruptions)

SHRI LOKANATH CHOUDHURY: Will the Government make a statement on the flood situation in this House? That is my demand. The honourable leader of the House should respond. It is not a small thing. (Interruptions) Lakhs of people are marooned. (Interruptions) The Government is not able to give relief. (Interruptions) A kilogram of rice costs Rs. 12. It is inhuman. Children's birth is taking place under the sky. The Government must make a statement. Now it is seven to eight days. (Interruptions) Our demand is reasonable. We want the Government to make a statement on the flood situation in Orissa. (Interruptions)

MR. SPEAKER: Mr. Panigrahi, now

you make the statement. You will have to be very brief. Do not repeat anything.

SHRI SRIBALLAV PANIGRAHI (Deogarh): Mr. Speaker, Sir, the natural calamities, including floods, are a usual feature in Orissa. But this type of flood has assumed very serious proportion and people's miseries are untold and beyond description. Of course, according to the Eighth Finance Commission, there is a provision that the State should meet the requirement. (Interruptions) I request the Government of India to come to the rescue of the flood-affected people in Orissa.

MR. SPEAKER: Please sit down now.

SHRI SRIBALLAV PANIGRAHI: Aerial survey should be undertaken. (Interruptions) The Government should come to the rescue of the people affected particularly by the floods considering its magnitude. (Interruptions)

MR. SPEAKER: In response to your statement, he has stood up.

(Interruptions)

MR. SPEAKER: Please understand that.

(Interruptions)

MR. SPEAKER: What is this?

(Interruptions)

MR. SPEAKER: He has got up and you are not allowing him.

(Interruptions)

[Translation]

SHRI KALKA DAS (Karol Bagh): Mr. Speaker, Sir, I have also given a notice in this connection.

(Interruptions)

[English]

SHRI SOMNATH CHATTERJEE: Let us hear him.

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH): I think, yesterday only, this matter was raised. Immediately after the matter was raised, I brought this to the attention of the Hon. Prime Minister. He has directed that all help be rendered to Orissa Government to

help them meet the needs of the flood-hit people.

Now, after that, if there is anything wanting, I can understand. *(Interruptions)*

SHRI BRIJA KISHORE TRIPATHY (Puri): No Central team has visited Orissa. *(Interruptions)*

SHRI ARJUN SINGH: If you think that something more needs to be done, it can be done. We are not trying to shy away from you. But to say that we have not taken notice of it and the Prime Minister has not taken notice of it is not correct. He has taken notice of it; he has asked the concerned persons to render help to the Orissa Government. If you want anything else, then kindly do let us know and we will go all out. *(Interruptions)*

SHRI BRIJA KISHORE TRIPATHY: Sir, we are not satisfied with his statement. *(Interruptions)*

SHRI LOKANATH CHOUDHURY: Sir, through you, I would like to request one thing. Will it not be better to give a statement on the situation in Orissa and also what the Central Government has done so far? I think it will be reasonable.

SHRI ARJUN SINGH: There is no objection over this absolutely. *(Interruptions)*

MR. SPEAKER: You may not be satisfied only with the statement. If you are really serious about this issue, the MPs of your State may meet the concerned Ministers, discuss the situation and you may apprise him and then what can be done can be decided afterwards.

(Interruptions)

[Translation]

SHRI RAM PRASAD SINGH (Vikramganj): Mr. Speaker, Sir, through you, I would like to draw the attention of this House towards Dalmia industry in Bihar. It was a major industry which had six units, but the industry was closed down following a rift between the labourers and the management. Thereafter, as per the Supreme Court verdict, dated 24.10.1989, this industry was revived. As per the court verdict the

employees were to be reinstated w.e.f. 6th July. The Central Government and Government of Bihar provided Rs. 15 crores each so as to revive the industry and its Managing Director** was appointed. About fifteen thousand workers were working in this factory. But M.D. is making recruitment of labourers arbitrarily in total disregard of the court verdict.

[English]

MR. SPEAKER: Names will not go on record.

[Translation]

SHRI RAM PRASAD SINGH: The units which have started functioning till date are asbestos Dald and cement. But the biggest unit of this industry is the paper factory which is still lying closed. It needs a huge sum of money for its revival. Through you, I urge the Government to extend assistance to this factory so that the paper unit can start functioning. The fifteen thousand workers who are dying of starvation should be provided relief. Along with this, I would also like to make an appeal that the M.D. of that factory is spending the funds arbitrarily, which had been sanctioned for the labourers. He purchased raw materials worth Rs. 10 crores unnecessarily out of the sanctioned amount of Rs. 15 crores sanctioned for the welfare of the workers. Asbestos unit has started functioning but it is almost lying closed due to scarcity of cement. I would urge that a committee should be set up to probe into the style of functioning of the M.D. and impose restriction on his arbitrary ways. At the same time arrangements to revive the paper mill should be made at the earliest.

[English]

SHRIMATI DIL KUMARI BHANDARI (Siddim): Sir, I would like to draw the attention of the Government to the sorry plight of Siddim. Many hon. Members are speaking on drought and floods in this House. But somehow, I have got a feeling that they do not realise that there are hilly terrains also in this country where land slides occur which cause misery to the people living there.

Sir, recently, six people were killed in

* Not recorded.

Sikkim: And at many places, road transport were disrupted and communication links were snapped. Four members of a family were buried alive and two young boys were carried away by a river. So, I would urge upon the Central Government to give assistance to the State Government and give relief to the affected families and also maintain or reconstruct the disrupted transport and communications.

[Translation]

SHRI MOHAN SINGH (Deoria): Mr. Speaker, Sir, I would like to raise a serious matter. Eastern U.P. is in the grip of cholera and the ailment has claimed at least 200 lives in the month of August. There is no space in the hospitals and there is also acute shortage of doctors and medicines. I would like to urge the Government to intervene in the matter and send a medical team to Deoria, Padrauna and Gorakhpur immediately. Special arrangements should be made in Deoria and appropriate measures for the treatment of people suffering from cholera should be taken by the Central Government.

SHRI KALKA DAS: Mr. Speaker, Sir, through you, I would like to draw the attention of the Government towards the atrocities being committed by Delhi Police.

MR. SPEAKER: Kalka Dasji, please be brief.

SHRI KALKA DAS: Mr. Speaker, Sir, yesterday, Shri Jai Ram was called to the police station for interrogation.

MR. SPEAKER: Kalka Dasji, the way you are speaking, it appears that you are going to make a long speech. I request you to be brief.

SHRI KALKA DAS: Mr. Speaker, Sir, I will be brief. But please let me to speak. The police called Jai Ram, his wife, his 13 years old daughter Vasanti, 11 years old son, Manoj Kumar and second son Dillip Kumar to Patel Nagar police station for interrogation and beat Jai Ram to death.

Mr. Speaker, Sir, the crux of the matter is that a marriage procession came to that place. In that block there is a tent

house called Anand tent House. One Swarandeeep Kaur lost her purse there. Manoj Kumar was called to the Patel Nagar police station on suspicion.

MR. SPEAKER: Kalka Dasji, there is no need to narrate the incident in detail. It will be proper you talk about the action to be taken in this regard.

SHRI KALKA DAS: Mr. Speaker, Sir, I am saying the same thing. He was called there on suspicion and beaten to death. His wife was beaten so brutally that till date her entire body is totally swelling. Mr. Speaker, Sir, all these reports have been published in the newspapers. The newspaper is here. Please go through its reports.

MR. SPEAKER: Kalka Dasji, there is no need to show newspapers.

SHRI KALKA DAS: Mr. Speaker, Sir, this area falls in my constituency and they were called on suspicion and thereafter beaten to death. Everyone received serious injuries. His thirteen year old daughter Vasanti was also beaten. When I was informed about it, I reached the spot to find that they were in great pain.

Mr. Speaker, Sir, I want to say that this was not the first incident in Patel Nagar police station. Many similar incidents have taken place in the past. Within two to three years police officers were involved in five cases of murder. An incident of similar nature took place two months ago. A person residing at Prem Nagar was called to Patel Nagar police station and beaten to death.

Mr. Speaker, Sir, I urge that the Police Chief and the S.H.O. should immediately be transferred. The family of Jai Ram should be sanctioned Rs. 5 lakhs as compensation.

Mr. Speaker, Sir, I am apprehensive that this case will not get the required justice because its investigation has been entrusted to Vigilance Department which is also a Police department. As such I urge that this case should be enquired into by the C.B.I. and the culprits should be punished at the earliest.

Mr. Speaker, Sir, I urge that the Home Minister should make a statement in this

august House regarding the brutal and heinous crime of Delhi Police and state the action taken by Government in all such cases and the action that has been taken in this particular case.

[English]

SHRI LAL K. ADVANI (Gandhi Nagar): Incidents of this kind are being repeated throughout the whole country and there is a growing insensitivity about it. Therefore, I would plead with the Government. Here is a case which has taken place in Delhi itself. There was a person who was taken to police custody for investigation and he was so beaten up that he has died. His other relations have also been beaten up. Let this be a test case. If the Government takes action immediately, then it would have a salutary effect on the entire police administration.

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M.M. JACOB): Information has been received about this incident. I am collecting all details. By this evening, I hope to come to the House with a statement about this incident and the action taken thereof.

MR. SPEAKER: We will give you time till tomorrow. You may make the statement tomorrow.

[Translation]

SHRI P.M. SAYEED (Lakshadweep): Mr. Speaker, Sir, I would like to draw the Home Minister's attention towards the deplorable condition of our area. He has visited our area so he is well acquainted with this fact that there is no industry at all either in public sector or in private sector. Only a self-employment scheme is being implemented there. Shri Vajpayee also has visited that area. Even in the recruitment to the police-force, only 45 per cent vacancies are provided to the people of that area. We have been making arguments against this attitude since long. We had raised this issue in the meeting of the Advisory Committee of the Ministry of Home Affairs when Shri Ghulam Nabi Azad was the State Minister. The youths of the area are

under heavy tension because of further recruitment which is to be made there very soon. They are very much against this discriminatory attitude. So the Home Minister should issue a statement and give an assurance that only the local people would be recruited and, not the out-siders.

[English]

SHRI ANNA JOSHI (Pune): The Ministry of Welfare has sponsored a study on Drugs-prevention, effects in India—legal, administrative and procedural aspects. Period of this study group was four years from November 1985 to December 1989. Sir, the findings of this study group are very alarming. The study has brought out horrible information to light. During these four years, about 30,400 Kg of narcotic drugs and other such substances were recovered leading to the arrest of 7,440 people involving 736 cases. The recovery included 52 Kg of Heroin, 901 Kg of Opium, 10,467 Kg of Charas, 2,126 Kg of Ganja and 50 gm of Cocaine. These are the substances which are confiscated but the quantity which has been sold and consumed is much more. It says that the drugs not recovered are likely to be many-folded and the proportion of illicit incoming of drugs is stated to be ever increasing. Therefore, I urge that every possible mean should be applied and the drug menace should be fought on war-footing.

[Translation]

SHRI HARI KEWAL PRASAD (Salempur): Mr. Speaker, Sir, with your permission, I would like to draw the attention of the House towards a controversy regarding the passage leading to a grave-yard (KABRISTAN) located in Deoria district. (Interruptions)

MR. SPEAKER: This is a mis-use of time of the Parliament. The issue of a passage leading to a grave-yard should not be raised in the Parliament.

SHRI HARI KEWAL PRASAD: On 29th July, 29 houses were looted. Their crops were looted and they were driven out of their houses, 45 persons have been arrested in this connection. In this very context, I would like to draw your

attention that the District Administration has made available 2 kilo flours to each family of the victims. (*Interruptions*)
[English]

MR. SPEAKER: This will not go on record. (*Interruptions*)

SHRI SUDHIR GIRI (Contai): Sir, ragging has become of late an instrument of causing physical harm and mental shock to the new entrants in colleges.

Sir, recently, Shri Sandip Singha Roy Choudhury, a student of First Year of IIT Kharagpur was compelled to walk on the narrow parapet of the Second Floor by the senior students. He fell down on the ground. He became senseless. The senior students went away in the night. In the morning, his colleagues came and took him and got him admitted in the hospital. Thereafter, the authorities of the college did not take any care of the student. Even they did not show any sympathy towards that student. Not only that, a section of the students, a section of the teachers and the Director of that Institute are obstructing the police investigation.

Sir, I urge upon the Government, specially, the Minister for Human Resource Development to kindly take initiative in finding out the details so that such incidents do not recur in future.

DR. ASIM BALA (Nabadwip): The authorities of the IIT Kharagpur, instead of preventing ragging, have given threat to the students that they will close down the Institute. They are encouraging ragging which is anti-educational system. I would request the Government to take necessary precaution in this regard.

[Translation]

SHRI MADAN LAL KHURANA (South Delhi): Mr. Speaker, Sir, I beg your permission to raise an important issue about the implementation of the 'one-rank one-pension' scheme for the Ex-Servicemen. There are three points in it. My first point is...(*Interruptions*)

MR. SPEAKER: You may raise this issue during the discussion on Demands for Grants of the Ministry of Defence.

SHRI MADAN LAL KHURANA: My first point is that several committees were constituted for that purpose. The Estimate Committee had also mentioned about this during 1980-81 in its fifteenth report. Later on a high level committee was constituted and it had also given the same recommendation. In the latest move of the 13th October, 1990 it was announced that the pension of all the ranks from jawan to subedar would be increased and they will now draw the pension equivalent to their counterparts in the Navy and in the Air-force. But that too has not been implemented yet. As a result of this delay, thousands of Ex-Servicemen from all over the country are coming to stage a massive dharana on the Boat Club from 26th to 28th August. All the parties in their respective manifestoes had clearly supported this demand. So, I insist upon the Government to clear its stand about this and thereby to initiate for implementing the order of the 13th October 1990. I request the Government to take steps for implementing the 'one rank-one pension' scheme.

SHRI TEJ SINGH RAO BHONSLE (Ramtek): Mr. Speaker, Sir, at Nagpur there is a National Fire Service College which is a very big college and it is only one of its kind in the country. Three courses are conducted there in that college. The first one is the 25 weeks course for the sub-officers, the second one is the 25 weeks-course for the station officers and the third one is the 22 weeks course for the Divisional officers. These are the certificate on diploma courses. In 1978, a course of B.E. (Fire Engineering) was started, which was recognised by the Nagpur University. The Nagpur University had urged the Central Government to do something for that college. In 1989-90 a plan was made to construct a proper campus for this college. For this purpose, even the land was purchased.

A handsome amount of Rs. 4 crores was made available for that. But neither that amount could be utilized there nor the plan could be materialized. And for this reason, that college is on the verge of closure. *(Interruptions)*

MR. SPEAKER: Is that a Central Government college?

SHRI TEJ SINGH RAO BHONSLE: This is under Central Government. There will be a great loss if this college is closed. Sophisticated Fire-brigade machines and equipments worth Rs. 5-6 crores were brought in that college. The trucks and air-conditioned ambulances are there in the college. *(Interruptions)* I wanted to say this much and nothing more.

MR. SPEAKER: The college should not be closed, that's all.

[English]

SHRI K. VENKATGIRI GOWDA (Bangalore South): Mr. Speaker, Sir, about two decades ago, in 1971, Shrimati Indira Gandhi, the then Prime Minister of India, laid a foundation stones of two industries in Karnataka. One was a steel plant in Vijaynagar and the other was a fertiliser plant in Mangalore. These two industries were said to be important not only for the economy of Karnataka but also for the Indian economy.

The Planning Commission, in its Report, has made provisions during the Fifth, Sixth and the Seventh Five Year Plans for these two industries, but no action was taken. The Government of Karnataka and the people of Karnataka requested the Government of India to take immediate action with regard to these two industries, but no action followed. The people of Karnataka are, therefore, distressed, disillusioned and disappointed. If no action is taken immediately, they may go on a war path shortly.

These two industries are very helpful for the people of Karnataka; these two industries will generate employment for the people of Karnataka who are unemployed. These two industries will earn foreign exchange.

Secondly, Iron and Steel Plant in

Vijaynagar will export iron ore and iron and steel to foreign countries and earn foreign exchange. Therefore, these two industries will not only earn foreign exchange but also save foreign exchange. The Fertiliser Plant in Mangalore will reduce our dependence on import of fertiliser. Therefore, these two industries, if started immediately, will jointly resolve the foreign exchange crisis which the country is facing today. Will the Government of India start these two industries immediately so as to help the people of Karnataka and also earn foreign exchange for the country?

[Translation]

DR. LAXMINARAYAN PANDEYA (Mandsaur): Mr. Speaker, Sir, the life-saving drugs have become a scarce commodity in the country for the last 15 days. The drug-manufacturers after convening their meetings have threatened to observe a token strike if the prices of drugs are not increased. But the Government is keeping a silence about this. There will be a question of life and death before the people in such circumstances, I have to say only this....*(Interruptions)*

SHRI SATYAPAL SINGH YADAV (Shahjahanpur): Mr. Speaker, Sir, I would like to put an important issue before you.

In Shahjahanpur district of Uttar Pradesh, there is an ordinance clothing factory in which 30 items of dress being used in the Defence forces are prepared. Out of these 30 items, the Government handed over 18 items in 1986 to the private traders for fabrication. With the result, 10,000 workers of the factory have become jobless and they are being retrenched. This has adversely affected their family life. The vacant posts are also not being filled in. I have demanded many a time from the Government that those 18 items which were handed over to the Private Traders who prepare sub-standard quality of those items should be withdrawn from them and should again be fabricated in the factory, which is already in operation and well-equipped with all the machines so that the interests of the factory workers whose future have become dark may not hamper.

[English]

SHRI SOBHANADREESWARA RAO VADDE (Vijayawada): Mr. Speaker, Sir, through you, I would like to bring to the notice of the Government a very ghastly incident which had taken place on the 14th August, 1991, a day just before we were celebrating our Independence Day.

In Nalgonda District, in Chalakurty town, a woman aged 48, Mrs. Muttamma, was stripped naked. She was then forcefully taken to a mandi. There she was asked to stand. Later, she was asked to move about in the streets in that village in broad day light by three persons belonging to upper caste, just because they thought that she was having some connection with an incident in which a boy belonging to the backward class and a girl belonging to an upper caste fell in love with each other. Since their parents did not appreciate their love affairs, they decided to go out of the place.

I would request the Central Government to contact the State Government to see that immediate action is taken against the culprits.

I also suggest that necessary amendment should be brought in the CPC so that stringent punishment could be awarded to the people who play with the chastity of women.

13.40 hrs.

PAPERS LAID ON THE TABLE

DETAILED DEMANDS FOR GRANTS OF THE MINISTRY OF HOME AFFAIRS AND OF UNION TERRITORIES WITHOUT LEGISLATURE FOR 1991-92

[English]

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M.M. JACOB): On behalf of Shri S.B. Chavan,

I beg to lay on the Table a copy each of the following papers (Hindi and English versions):-

(1) The Detailed Demands for Grants (Volume-I) of the Ministry of Home Affairs for 1991-92.

[Placed in Library. See No. L.T. 418191]

(2) The Detailed Demands for Grants (Volume-II) of the Ministry of Home Affairs (Union Territories without Legislature) for 1991-92.

[Placed in Library. See No. L.T. 419191]

DETAILED DEMANDS FOR GRANTS OF THE MINISTRY OF PETROLEUM AND NATURAL GAS FOR 1991-92

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND): I beg to lay on the Table a copy of the Detailed Demands for Grants (Hindi and English versions) of the Ministry of Petroleum and Natural Gas for 1991-92.

[Placed in Library. See No. L.T. 420191]

MR. SPEAKER: Now, Shri Ajit Kumar Panja to make a statement.

13.41 hrs.

(MR. DEPUTY-SPEAKER in the Chair)

13.42 hrs

STATEMENT BY MINISTER Prices of Imported Newsprint

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI AJIT KUMAR PANJA): As the Hon'ble Members are aware the recent increase in the price of imported newsprint has been agitating the minds of Hon'ble Members as well as the newspaper industry. The newspaper establishments had protested against the sudden hike in the prices of imported newsprint, more particularly, the burden of about Rs. 60 crore which was proposed to be passed on to them. The S.T.C. had proposed to raise the prices of standard newsprint by Rs. 4,670/- per

MT and that of glazed newsprint by Rs. 10,410/- per MT. These increases in the prices of newsprint were proposed by STC in the wake of effects of the exchange rate adjustment particularly on the accumulated past liabilities in foreign exchange. The newspaper industry was not prepared to bear the burden. This had led to an impasse while big newspapers claimed that this increase would lead to sharp increase in the prices of newspapers and their advertisement tariff, many small and medium newspapers apprehended closure.

2. A number of consultations were held between the Government, the S.T.C and the Newspaper Industry over the past two weeks. After several rounds of such consultations and dialogue, the matter has been resolved at the Newsprint Price Fixation Advisory Committee meeting held on 16th August, 1991 on mutually agreed cost-sharing basis between the Industry and the S.T.C. We are grateful to our Prime Minister for sparing valuable time to resolve this impasse. While the prices of imported standard newsprint will continue to be Rs. 16,000/- per MT, and that of glazed newsprint Rs. 23,000/- per MT, the newspaper establishments will pay an additional amount of Rs. 800/- per MT on standard newsprint and Rs. 2,300/- per MT on glazed newsprint as a one time surcharge. This will be recovered on a total quantity of 2,50,000 Tonnes of standard newsprint and 40,000 Tonnes of glazed newsprint.

3. Government are committed to the healthy growth of the press. It is on account of this commitment that newsprint has been considered as an essential commodity and the gap between the domestic production and total requirements is met through imports. While the indigenous production has remained static at the level of about 2.8 lakh Tonnes per year, the demand for newsprint has been going up. The country is now importing 40% to 45% of the total newsprint requirements. While efforts have to be made for encouraging the installation of additional capacities for the production of indigenous newsprint,

all users will have to apply themselves to conserve this scarce commodity and try to optimise its utilisation. Government have received demands from some sections of the Press, more particularly, the big newspapers for the decanalisation of newsprint import. While the Government would not stand in the way of decanalisation, our response to this demand will necessarily be conditioned by our overriding concern for the interests of the Small and Medium Newspapers, which cannot individually organise the import of newsprint.

4. Government have already set up a Committee to recommend new rate structure for Government advertisements. In the meanwhile, keeping in view the recent hike in the newsprint prices, Government have decided to increase the rates of Government advertisements by 18% as an interim measure. It will be effective from 1st August, 1991.

[Placed in Library. See No. LT 421191]

13.44 hrs

Announcement Re: Nomination of a Member to the Panel of Chairmen

[English]

MR. DEPUTY SPEAKER: Now I have to inform the House that under Rule 9 of the Rules of Procedure and Conduct of Business in Lok Sabha, the Hon. Speaker has nominated Shri Ram Naik as a Member of the Panel of Chairmen.

Now we shall take up matters under Rule 377.

13.45 hrs

MATTERS UNDER RULE 377

(i) Need to set up Agro-based Industries in Mohindergarh District, Haryana and also to earmark funds for exploration of minerals in the region

[English]

RAO RAM SINGH (Mohindergarh): It has been the policy of the Government to bring about uniform development throughout the country and to give preference and priority to the backward and undeveloped areas. In pursuance of

this policy, the 'No industry District' Scheme was formulated. Numerous facilities, concessions and relaxations were announced under the scheme.

Mohindergarh district of Haryana is rich in minerals. The Khetri Copper Project in the neighbouring district of Rajasthan gives ample proof of this fact. But, not a single industry has been set up in this district. The area has remained backward and undeveloped ever since independence.

It is requested that the Central Government should earmark funds and provide facilities for exploration of minerals in this district. And the Central Government may also consider the feasibility of setting up agro-based industries in this area which is rich in the production of barley, mustard and guar.

(II) Need for maintaining proper record of Printing Ink used by Bank Note Press, Dewas (Madhya Pradesh)

[Translation]

SHRI PHOOL CHAND VERMA (Shajapur): Mr. Deputy Speaker, Sir, as physical verification of the stock of printing ink used in the printing of currency notes in Bank Note Press, Dewas (Madhya Pradesh) has not been undertaken to this date, a serious danger has been caused from the security point of view. A team of officers from the Ministers of Home Affairs and Finance who went there to verify the stock have expressed an apprehension that ink worth lakhs of rupees has been sold in the market. This printing ink is imported from abroad and is also prepared in the Bank Note Press, Dewas.

No record has been maintained regarding the quantity of printing ink used and the balance of stock with the Bank Note Press (Dewas). Such a record is essential from security point of view. A number of irregularities have been taking place in the Bank Note Press, Dewas and missing of printed currency notes is a routine matter there. I, therefore, urge the Central Government that inquiry should be ordered in the printing ink Scandal immediately and necessary action taken against those found guilty.

(III) Need to create Purvanchal Pradesh comprising eighteen districts of Eastern Uttar Pradesh

SHRI HARI KEWAL PRASAD (Salempur): Land in Eastern Uttar Pradesh is fertile and rich in natural wealth. Besides, it has an adequate labour force, yet the area is lagging behind in development as schemes for industrialization, communications development of agriculture and rural areas have not been undertaken there. The position today is that rural youth are migrating to cities as a result of which agricultural operations have also been adversely affected. I demand in this august House that "Purvanchal Pradesh" should be created by merging 18 districts of eastern Uttar Pradesh in order to facilitate rapid development of the area.

(IV) Need to direct National Airport Authority to go ahead with its Plan for expansion of run-way etc. of Bhubaneswar Airport, Orissa

SHRI SIVAJI PATNAIK (Bhubaneswar): The master plan for the Bhubaneswar Airport was prepared by the National Airport Authority for expansion of run-way, construction of the new terminal building, etc. with a view to develop tourism in Orissa. Decisions for acquisition of land for the expansion was also taken in consultation with Orissa Government and accordingly private lands were acquired for the purpose. In fact, the National Airport Authority has paid Rs. 25 lakhs out of the total acquisition cost of Rs. 62 lakhs.

But the National Airport Authority has gone back unilaterally on its commitment for the expansion at the airport and has asked the State Government for refund of the money they paid for acquisition. Such decisions of the National Airport Authority apart from putting the State Government in an embarrassing position will retard the process of development of tourism.

I would therefore urge the Union Government to prevail upon the National Airport Authority to go ahead with the

expansion of Bhubaneswar Airport as per the earlier decisions.

- (v) **Need to take immediate remedial steps to check the spread of the mysterious disease affecting Arancanut trees in villages of Jaintia Hills District, Meghalaya**

SHRI PETER G. MARBANIANG (Shillong): The cultivators of Villages of Dawki, Muktapur, Sobkha, Nongtalang, Lamin and many other villages (in border of Bangladesh) of Jaintia Hills District of Meghalaya depend on the produce of Aracanuts (kwai) for their livelihood. In recent months, a very strange disease has attacked the trees and has destroyed thousands of arcanut trees. Leaders of the area apprised former Agriculture Minister about this strange disease and its bad effect, during his visit to Shillong in March, 1991. However, till date no steps have been taken. I urge upon the Government to take immediate remedial steps and provide relief to the effected cultivators of the area.

[Translation]

- (vi) **Need to review the policy of Rural electrification.**

SHRI SANTOSH KUMAR GANGWAR (Bareilly): Mr. Deputy Speaker, Sir, I want to draw the attention of the House to the following important matter under Rule 377:

"The implementation of the work relating to electrification in rural areas in the country is being done under the Rural Electrification Programme under the directions of the Central Government. Under the existing instructions if there is even one electric connection in a village whether it is a private tubewell or a Government tubewell connection any other connection, whether the aforesaid connection has been cut off or the electric line is passing through the villages, such village is treated to have been electrified. The result is that the number of electrified villages go up in the papers, but in fact, they do not get the benefits of electrification.

I would urge the Central Government to review the Rural Electrification Programme and issue such instructions which could help in electrification of

villages in reality. Instructions so issued should inter-alia stipulate at least 80 per cent population of a village, which should compulsorily include clusters belonging to the Scheduled Castes and backward classe, should be brought under electrification."

- (vii) **Need to provide STD facility at Erattupetta Telephone Exchange in Kottayam district, Kerala**

[English]

SHRI P. C. THOMAS (Mavattupuzha): Erattupetta Telephone exchange in Kottayam district in Kerala was to be given STD facility before the end of March, 1991. All technical works were done and STD code was allotted and published in the telephone directory. It is learnt that though no STD is available, ghost bills have been issued to the people against the allotted code. What happened to the promised STD in this exchange is not yet known. I request that immediate orders be given to commission STD for Erattupetta.

[Translation]

- (viii) **Need to ensure early payment of wages to the workers of Narkheda Railway Station in Nagpur**

SHRI TEJSINGRAO BHONSLE (Ramtek): Mr. Deputy Speaker, Sir, I want to raise the following important matter under Rule 377:

"The Railway workers employed in the construction wing at Narkhed railway station in Nagpur district have not been paid their wages since 31.5.91. As a result thereof, they are facing starvation. This has caused a great resentment among the workers. If the Ministry of Railways do not intervene immediately, the situation will become very explosive. I would urge the Ministry of Railways to act immediately in order to give justice to the workers."

[English]

MR. DEPUTY SPEAKER: Only the approved text will go on record.

13.55 Hrs.

DEMANDS FOR GRANTS (GENERAL),
1991-92—MINISTRY OF INDUSTRY
[English]

MR. DEPUTY SPEAKER : The House will now take up discussion and voting on Demand Nos. 51 to 54 relating to the Ministry of Industry for which eight hours have been allotted.

Hon. Members present in the House whose cut motions to the Demands for Grants have been circulated may, if they desire to move their cut motions, send slips to the Table within fifteen minutes indicating the serial numbers of the cut motions they would like to move. Those cut motions only will be moved.

A list showing the serial numbers of cut motions moved will be put up on the

Notice Board immediately. In case any Member finds any discrepancy in the list, he may bring it to the notice of the Officer at the Table without delay.

Motion moved:

"That the respective sums not exceeding the amounts on Revenue Account and Capital Account shown in the fourth column of the Order Paper be granted to the President, out of the Consolidated Fund of India, to complete the sums necessary to defray the charges that will come in course of payment during the year ending the 31st day of March, 1992, in respect of the heads of Demands entered in the second column thereof against Demand Nos. 51 to 54 relating to the Ministry of Industry."

Demand for Grants 1991-92 in respect of the Ministry of Industry submitted to the Vote of Lok Sabha

No. of Demand	Name of Demand	Amount of Demand for Grant on Account voted by the House on 29th July, 1991		Amount of Demand for Grant to be submitted to the vote of the House	
		Revenue Rs.	Capital Rs.	Revenue Rs.	Capital Rs.
1	2	3	4	5	
Ministry of Industry					
51	Department of Industrial Development	73,47,00,000	6,00,000	73,48,00,000	6,00,000
52	Department of Heavy Industry	15,05,00,000	137,72,00,000	15,05,00,000	137,72,00,000
53	Department of Public Enterprises	71,00,000		70,00,000	
54	Department of Small Scale Industries & Agro and Rural Industries	157,74,00,000	14,43,00,000	157,74,00,000	141,43,00,000

[Translation]

SHRI SHANKERSINH VAGHELA (Godhra) : Mr. Deputy Speaker, Sir, I feel privileged in initiating the discussion on the Demand for Grants of the Ministry of Industry. I hope the hon. Minister would give serious thought to some of the good and useful suggestion that are put forth during the course of the debate. Despite the fact that a lot of effort has been put in this direction further suggestions have

been sought for the industrial policy or the entire economic set up. It has been the misfortune of this country that no Finance Minister has had the privilege of presenting three union budgets in a continuous process after independence. Some presented one budget, some two, but none presented three in a row. Whosoever be the ruling party to run the economy of the country, there should be one objective before them—the development of the country. The ultimate

aim is to make the common man happy, bring about economic prosperity and earn a name among the countries of the world so that India could take pride in saying that ours is a country where people engaged in the industries are happy.

But as I said earlier, there has been no continuity in the presentation of the Union budget for three years in succession by the same Finance Minister. I would expect that minority status of this Government notwithstanding, it should complete its full term and the present Finance Minister should present all the budgets during this term. For this, the cooperation of your own party is needed.

After 40 years, the Government is feeling concerned about the health of the economy. But after all which policy the Government pursued to achieve the set objectives? Now, after 40 years, the Government has come to know that the policy which it pursued has resulted in derailing the economy. You took such a long time to realise the mistake. Now you are saying that the economy should have been run on such and such lines. It was you or your colleagues who were managing the economy of this country for 40 years. No political party with an ideology different from the ideology of the Congress Party has come to power at the Centre. Barring a brief period of 1977—79, the Congressmen or those who believed in the congress culture ruled the country. Therefore, it is the Congress Party which is responsible for mismanaging the economy. Wrong economic policies followed by you have destroyed the economy. Now all of a sudden, you are making major changes in the industrial policy. Not only that, you have resorted to devaluation of rupee and have formulated a new trade policy. The situation would not have come to such a sorry pass, had you consulted a noted economist in managing the affairs of the economy. But what did you do? You have put the economic condition of the country in shambles in order to implement the policy of your party, because you had an eye on the vote

bank. The policy of your party was to ensure benefit to a particular class or community. In doing so, you did not mind compromising the economic interests of the country and for that matter any policy which the nation set before it. You implemented the economic policy that was based on votes. This policy of your party was wrong. The vote oriented policy of your party has brought the country on the verge of ruin and even after 40 years of Independence, our country has to face humiliation in the entire world. Even today we go around with a begging bowl, but nobody is ready to give us money or loan. If the I.M.F. gives us loan, it forces certain conditions on us. Earlier all the countries were ready to give us loan. At that time the world economist used to warn that India should not borrow more as it would be in deep debt. Besides, by borrowing loan we lose our economic freedom. We should think as to what place we occupy in the world. We are third or fourth from bottom in the list of developed countries. Who is responsible for this? Who has been instrumental in ruining the economy of this country? Whatever the Government has done is a grave crime. It is just like betraying and cheating the country and indulging in hypocrisy. You have merely made tall claims and led the country to such a state of affairs. The Government has not given a thought to those issues to which it should have given a serious thought. The situation in the country has deteriorated to such an extent because of appeasement of vote bank and implementation of wrong policies. Today Dr. Singh is not present in the House, but Shri Kurien is present. Dr. Manmohan Singh feels that he is taking the country in the right direction, but in fact he has given a big blow to the economy by following such an economic policy and industrial policy. Where was Dr. Singh all these years? Was he not in the administration, the Reserve Bank of India and with Indiraji for the last 20 years? Dr. Singh never said "here no further". He never said that he was not ready to accept any wrong thing. He was an economist,—but he was serving the Government of India and could have said

that if the Government followed wrong policies "I am sorry, I would not cooperate and here is my resignation". Now you say that the country is on the verge of ruin. The Hon. Prime Minister has said in his speech that there is need to change the basic policies in the country. Why was this change not felt during the last 40 years any why were the policies not changed? Now they refer to the name of Nehruji. I would come to that later. The hon. Finance Minister is trying to become the Messiah. Please do not try to become the Messiah and champion of the cause of the poor. It was only after pressure was put on him that the Government decided not to give Rs. 100 crores to the Rajiv Gandhi Foundation and reconsider its decision about the withdrawal of Fertiliser subsidy. If things go on like this, I doubt whether he would be able to present the next budget. Please do not try to become a Messiah. You are an economist and therefore, you should try to formulate the industrial policy and the budget in accordance with the policies of your party. There are many good economists in the country and in the opposition as well. It would have been better if they would have been consulted. It would have been better, if they too would be consulted in the matter. It is a matter of regret that they are not being consulted in economic matters. Government should consult them. Everybody will cooperate whether you agree with him or not. What has been the result of the implementation of the policies so far? The economic and political reputation of India was tarnished when it was forced to accept all the conditions imposed by the I.M.F. and had to succumb to the pressure. Let the House know about the conditions being imposed by IMF and the talks that have been held with the I.M.F. The people of this country have a right to know about the facts in this regard. No Government have got the right to withhold the information from the people. Each and every citizen of this country is concerned with these conditions. Whenever an Indian goes abroad, he is being taunted that Indians have bowed before the I.M.F. and he is a citizen of that country.

I would like that a white paper must be issued on the entire I.M.F. episode, the terms and conditions imposed by it etc. Besides, I would also like to know whether these loans would be taken in future also? Earlier, when a child was born here, he had to pay his father's debt, but now when a child is born, he is already under the debt of his country at the time of birth. You do not have a right to create such conditions in which even a new born child is under debt. I would like that we should sit together and find out ways to resolve the crisis. Everyone will cooperate with you in this matter.

For the last 40 years you have been doing everything in this country in the name of Nehruji. The idea of socialistic pattern of society which Nehru had in his mind was borrowed from the communist countries like Yugoslavia, Russia and China. Nehruji did not have any knowledge about agriculture, he never saw villages from close quarters, nor did he feel the impact of poverty. He came from an aristocratic family which never suffered these things and after the freedom struggle, keeping his role in freedom struggle in mind, Mahatma Gandhi made him the Prime Minister of the country. Between the Government and Nehruji, Mahatma Gandhi liked Nehruji. Nehruji wanted to take the country to such a height which might have looked beautiful in a dream only but in reality it was something different. In fact the need of the hour at that time was to adopt such policies which may take the people forward. Our country lives in villages and our economy is agriculture based. If Nehruji had formulated an industrial policy based on agriculture and had not been fascinated by big industries, the country would not have faced such a situation today. After Nehruji came Indiraji and after him came Rajivji whose Birthday falls today. Even they followed the policies of Nehruji which were good in dreams only, but were far away from ground realities. If you want to give the credit to the Nehru family for the achievements that this country has made, then the discredit for the failures is also on them. They are responsible for the present condition of

this country. The hon. Prime Minister is also of this view. Had he accepted Nehru's socialism, he would not have said this. While speaking about the new industrial policy he said that this is only an extension of Pandit Nehru's extraordinary industrial philosophy in the changed context. This policy is in fact a new effort in the new context and with this, a new chapter would be opened. This means that you want to forget the past and close the past chapter for ever.
[English]

SHRIMATI GEETA MUKHERJEE (Panskura): Mr. Deputy-Speaker, Sir, may I know whom he is addressing?
(Interruptions).

MR. DEPUTY-SPEAKER: He is addressing the Honourable House!

SHRIMATI GEETA MUKHERJEE: He is addressing you, I can understand fully well. But whom else?

SHRI SHANKERSINH VAGHELA: The Government is not sincere enough regarding this. (Interruptions)

MR. DEPUTY-SPEAKER: I know something is agitating in Geetaji's mind.

SHRI UDAY PRATAP SINGH (Mainpuri): Mr. Deputy-speaker, Sir, I would like to know whether the hon. Member is addressing the empty Treasury Bench or you.

MR. DEPUTY-SPEAKER: He is addressing the Chair.

(Interruptions)

SHRI SHANKERSINH VAGHELA: Sir, the Government is not sincere regarding industrial policy and now the discussion regarding the Demands for Grants of the Ministry of Industry. If the concerned Ministers regarding Finance and Industry sit here, there is no problem. But they are not sincere.

[Translation]

With the implementation of this new industrial policy a new chapter has been added to the industrial history in the country and industrial sector has been made more liberal, free and competitive. Nehruji never believed in liberal policy of industries. He never believed in liberal, free and competitive policy. He believed in socialism. But the industrial policy that was formulated in 1956 in accordance with the socialistic pattern of society has

brought us today on the verge of ruin. Had that policy been framed according to the wishes of Mahatma Gandhi and not according to socialist policies things would have been different today. But Gandhi's name is used only to seek votes. I would like to emphasize a few things which Gandhiji wanted to do for the country. He wanted that at no cost we should make a compromise with our self-respect and hence we should be self-reliant in every field. He never wanted us to be dependent on other nations. Secondly, he wanted that there should be modernisation. Though we undertook modernisation, but we went in for computerisation. We did not modernise the things which ought to have been modernised. So far as decentralisation was concerned, we decentralised everything and we are witnessing the consequences today.

[English]

Politically and economically, the nation should be decentralised.

[Translation]

Had decentralisation been done for the economic policy and industries, it would have proved as a boon for the masses. What happens today is that for every small or big thing one has to rush to Delhi and to Udyog Bhavan. What happens there in Udyog Bhavan about licence, quota and permit. Does Prof. Kurien know that licence, quota and permits are being issued when one greases the palm of officials? Many unauthorised people are dealing in these permits and quotas by making illegal gratification. The grip of the bureaucracy is so tight that even if you decentralise their authority, the bureaucrats centralise it again. Corruption is so rampant that our complaints fall on deaf ears. If the policy of decentralisation as recommended by Gandhiji would have been followed, the country could have made some progress. Gandhiji also spoke about serving the cause of the poor. Though the Government tend to be concerned about the poor but actually they do not want to eradicate poverty; had they been sincere in their efforts to

eradicate poverty there would not have been any need to use the slogan 'Garibi Hatao'. It is so merely because the poor prove to be blessing for them at the time of elections and thus it is in their interest that the people of the country remain illiterate and the country poor. The slogan of 'Garibi Hatao' is like a 'Messiah'. Perpetuation of poverty is more beneficial to them to fetch votes. Working for the upliftment of the poor does not mean merely giving concessions to them. Rather the Government should adopt a policy which may enable them to make the poor self-dependent. The poor should be served in the real sense.

Mr. Deputy Speaker, Sir, all of us are moving towards 21st century. Every political party tries to achieve its political motive in the name of the poor. Every political party considers it to be a matter of pride to talk about the upliftment of the poor. It would have been better if efforts were made to make the common man happy. The Government do not favour spoon-feeding even in the industry. Then why to apply it in regard to human beings? Would the Government keep the poor alive by spoon feeding them even after forty years of Independence? No employment opportunities have been provided to them. Unemployment has increased enormously and the number of the poor people has also increased to a great extent. Will the Government be pleased to tell the number of people who have been lifted above poverty line during these forty years? Keeping in view the continuous propaganda made to this effect about fifty crore people have been living below poverty line. Who is responsible for this increase in numbers? They are poor to such an extent that they are unable to get even food; while on the other hand we find some people demanding to appoint various commissions like Mandal Commission and so on. How will the poor be served? Political parties should compete among themselves to eradicate poverty and not to increase poverty. Just as industries are not spoonfed similarly poor people should also not be spoon-fed. The Government should make utmost efforts to remove the economic hurdles to lift the

poor above the poverty line. They should not take pride in providing them security while living below poverty line. I think it would be beneficial for a common man if the Government think seriously in this regard.

Mr. Deputy Speaker, Sir, the Government make repeated references to Nehruji. Just now the hon. Prime Minister made a reference to Nehruji in his speech and said that Nehruji followed the path of socialism. I think he said so only because of Nehruji's industrial policy and his thought of socialism. Today socialism is being rejected all over the world. People in Russia had some faith in it. But they have also rejected it now and the miserable condition of their Gorbachev is an ample proof to it. What is socialism? What have we attained from socialism, the path we followed for so many years? Consider the situation in Russia, China or Eastern Europe. When socialism is dying all over the world, you should have the courage to discard socialism and Nehruvian philosophy. Pt. Nehru has passed away.

[English]

Nehru is dead. Socialism is dead. Long live Nehru. Long live socialism. Long live all three.

[Translation]

You should not try to encourage Nehruvian socialism just to please Nehru's family. The late Shrimati Indira Gandhi nationalised banks. What is the position of nationalised banks today? What service do the bank employees render? If you want to introduce reforms in banks, you must do it with courage and as quickly as possible. The late Shri Rajiv Gandhi spoke of importing computers. The present Government has not followed it up. It is true that there is a question of balance of trade. Mr. Gorbachev and even the Chinese people are talking of doing away with socialism. And they are doing so with courage. There is nothing to feel ashamed about it. All the three Prime Ministers of Nehru family are dead now.

[English]

SHRI RUPCHAND PAL (Hooghly): I just want to know whether he believes that what was being built up in India was socialism at all or not.

[Translation]

You need not be ashamed of it. Go ahead and declare with courage that socialism has been abandoned.

[English]

SHRI RUPCHAND PAL: I am just asking whether it was at all socialism.

[Translation]

SHRI SHANKERSINH VAGHELA: You would not call a 40-year old person a full grown man if a moustache has not started growing on him and he has not attained a height of even 5 ft. If the path being followed by India today had been followed 40 years ago, India would have been a major power in the world.

[English]

SHRI VILAS MUTTEMWAR (Chimur): They are identified as anti-socialists.

[Translation]

SHRI SHANKERSINH VAGHELA: Whatever has to happen will happen but we have to survive (*Interruptions*). After spending so much money, even the programmes are not yielding proper results. What is our country's standing in the world? Where is the country headed? Would India have reached this position if the proper path had been followed? Mahatma Gandhi wanted to serve the down-trodden. He spoke of agro-based industries and removal of unemployment.

MR. DEPUTY SPEAKER: I want to just bring this matter to your notice that for discussion of this subject, the total allotted hours are 8. Congress party gets 3 hours 15 minutes, BJP one hour 40 minutes, Janta Dal 49 minutes, CPI(M) 30 minutes, CPI 11 minutes, TDP 11 minutes, AIADMK ten minutes, JMM five minutes, Janata Party four minutes, Unattached 12 minutes. We shall have to frame and we shall have to adjust speeches in the light of these timings.

[Translation]

SHRI VILAS MUTTEMWAR: Mr. Vaghela, please give your suggestions also.

[English]

We want to know your suggestion. Please give your suggestion.

[Translation]

SHRI SHANKERSINH VAGHELA: There were many things in your Industrial policy too. (*Interruptions*) I speak in the same language in which the discussion is going on. (*Interruptions*) You have promised to bring down the prices within 100 days. If you bring down the prices to the level prevailing in the country on the day you have taken oath, that would be a great achievement. I would come to this point later on. The Government have started the process of reforming the economy of the country with the presentation of Budget. I can understand the imposition of indirect taxes but the increase in the prices of sugar, fertilizer and petrol are the result of cost push inflations. And the Government is facing its consequences. It will give rise to the cost push inflation and the Government will not be able to control the price even in 300 days. After that, we as well as you will also not be able to escape from its cascading effects. You should see how those things are going to affect the common man, for whom you are going to make all these provisions. We will be grateful if you can bring down the prices to the level of that day when you had assumed office.

Mr. Deputy-Speaker, Sir, I will speak in brief because I have to cover the issues of fertilizers, distribution system and industrial policy. The industrial policy was presented to the House after the economic survey. Some more points should have been included in it and I would only like to raise these three issues here. The problems which the country is facing due to these, are fiscal deficit, balance of payment deficit and double digit inflation. All these things happened due to these. The result was the economic condition became bad to worse in the last three years. These are

the figures of the last three years. The industrial production rate in the year 1988-89 was 8.7 per cent, in 1989-90 was 8.6 per cent in 1990-91 was 8.4 per cent and 1991-92 was approximately 7.5 per cent. It means that in the three years, there was constant decrease in the industrial production rate. Next, you can see the figures of price-rise. The prices has sky-rocketted in the last three years. In 1988-89, 1989-90, 1990-91 and 1991-92, it was 5.7, 9.1, 12.1 and 14.5 per cent respectively. Next, go through the data of foreign debt. The foreign debt in 1988-89 was Rs. 69,383 crores, in 1989-90 was Rs. 80,135 crores, in 1990-91 was Rs. 1,20,000 crores and in 1991-92 is Rs. 1,85,000 crores. Besides this, the foreign exchange reserve in 1988-89 was of Rs. 6,300,05 crores, which reduced to Rs. 5,787 crores in 1989-90, Rs. 4,388 crores in 1990-91 and Rs. 2500 crores in 1991-92. The present situation is such that even if the Government has left with reserves of Rs. 1500 crores, I will think it lucky. In the present situation, the reserves have become nil and there is acute shortage of foreign exchange. Where all this is leading us to and how all this happened? How there was decrease in the industrial production rate? Why the price-rise has become so high and the situation of foreign exchange reserves has become precarious? The Government is directly responsible for all these things and all the credit goes to the Government.

Mr. Deputy-Speaker, Sir, before the Budget, the Government devalued the rupee by 20 per cent. But according to the policy of the Reserve Bank, we have rupee payment arrangements with some countries. As soon as, there will be any change in the rate of foreign exchange, the value of our rupee will adjust accordingly. This is a mandatory policy of the Reserve Bank. There is no other alternative. By implementing this policy of Crawling peg, the Government devalued the rupee by 50 per cent in 1991. During the last, one year, there was gradual erosion of 20 per cent in the value of rupee. Then, there was official devaluation of 20 per cent. In this way, the value of the rupee was eroded, by 90

paise in the last one and half years. Not only this, but after that official devaluation of 20 per cent, again a devaluation of 5 per cent was carried out. That means, the value of rupee was lost within one year. Therefore, according to the Crawling peg policy of the Reserve Bank, 50 per cent was officially devalued and the Government made a devaluation of 20 per cent and again 5 per cent. For making adjustment in the value of rupee, there has been total devaluation of rupee. What right you have to erode completely the value of rupee like this. These are the results of your wrong policies. Despite your wrong policies rupee has still got some value and if you continue to follow the same policy and you do not act in the right direction, rupee will have to be devalued once again.

Sir, just now, I was talking about the Reserve Bank. I would like to mention about margin money in this regard. There is a shortage of dollar in our country. When you are not able to provide foreign exchange to the businessman, why have you increased the margin money to the present extent? Let the Government tell the businessman or the person who has to go abroad that they will not get foreign exchange but when the Government has to import something, in which, everyone is going to get commission, there is no problem of foreign exchange. The margin money has been increased to 200 per cent from 50 per cent. Why has it been done so? Margin money should be kept for everyone and its percentage should be reduced. The Government should provide foreign exchange to those businessmen whose demands are found reasonable. It should consider these matters. The Nationalised banks have also ended the credit system for businessmen. Though our margin money is safe with all those countries with which we have rupee payment arrangements and dollar payment arrangements, you should differentiate between the two but you are not doing that. You know that you do not have dollars. Therefore, what is the problem in doing business with the countries with which we have rupee payment arrangements, whether it is

Russia or East-European countries? Why those goods such as cement, fertilizers or X.Y.Z., which we already import from the above said countries, are also imported from the countries with which we have dollar arrangements? If there is any problem of price and quality, it should be properly checked. I am not speaking in favour of the communist countries but in view of the foreign exchange problem, imports should be made from those countries only with which we have rupee payment arrangements. You are not concerned about this also. If you do not act in the right direction we will have to face the consequences of the misdeeds of the Government.

Sir, there is unlimited deficit in the Budget. The agriculture base is being neglected and there is a lot of administrative inefficiency. A lot of bungling is taking place in Udyog Bhawan and other such Bhawans as the officials have a nexus with the politicians and businessmen. Such malpractices should be stopped. Some Administrative measures should be taken in this regard, so that the order, regarding abolishing of the license and quota system, is strictly implemented. Others interference in this matter should also be stopped.

Sir, the hon. Minister has mentioned about one window system. Atleast, you should show them the window. Where is it? The people taking goods through license or quota system are not happy. When this system is not giving any good results. Why do not you try to find faults and the malpractises. Only if you maintain the value of rupee in the country, it will be maintained in foreign countries also. If the purchasing power of rupee goes down in our country, it will also go down in the foreign countries. Therefore, I would request you to maintain the value of rupee in the country otherwise the process of devaluation will continue.

Sir, all unproductive and wasteful Government expenditure must be avoided. Atleast you should make a beginning from your own Department. Secondly, all the vote oriented schemes

such as Jawahar Rozgar Yojna and other schemes should be reviewed. If these scheme are working properly, it is okay, otherwise, these are only breeding corruption. Most of the funds provided for the villagers are bungled. Therefore, I would like to submit that the Government should not implement a vote oriented policy. If crores of rupees are spent on these schemes just to get votes from where money for other expenditures will be brought? Therefore, all such schemes should be reviewed and those which are not suitable should be discontinued. Control on production should go and those steps which help in generating income should be encouraged and executed. I would like to include one more point that our Finance Minister has tried to restrict the fiscal deficit to the tune of 6.5 per cent of the G.D.P. But all the Finance Ministers till now have failed in this regard. I do not think that the present Finance Minister has been successful.

He will also fail cent per cent. Therefore, something should be done in this regard. You are adopting liberal policies. You should adopt strong measures also. You should not try to be liberal for the sake of party politics.

The other expenditures, which will increase with the price rise should be controlled. Scheme introduced for NRI to bring out black money should be further liberalised and source of money such as from where the NRI got the money or whether it belongs to any industrialist or bureaucrat or politician, should not be insisted upon. Otherwise, those more than ten thousand crores of rupees will remain in the banks in the foreign countries. When that has to be brought in the country, they should only be asked to pay the income tax and not about the source of money. Only then you will get some relief in this regard.

Stagnation has come in the growth rate of industrial production. We have to do away with the weakness of our economy. The situation will improve only then. You may like share market today. Just now, our hon. Finance Minister praised the economic set up of our

country. But don't get deceived. Whatever you see is not true. Ask the common man or the industrialist. The things which look very attractive at the face in the very beginning do not look so after one month. Whatever is found good today is only the outlook not the internal matter. Therefore, try to look the matter from inside. The Government should exercise legal control on the Reserve Bank. Why the value of rupee has gone down? In 1956, the Nobel laureate, Mr. Milton Freedman had spoken of the theory of rules versus discretionary powers in regard to the printing of currency notes in our country. He had said that proportionate amount should be deposited in the Reserve Bank in accordance with its printing of currency notes. But in the economic policy of 1956 the Government fixed a certain minimum reserve irrespective of the currency notes to be printed. This system is adopted in very few countries. As there is no gold the Government will be in problem if it has to keep some reserve in the Reserve Bank according to the proportion of currency notes to be printed. I think the Chakravarty Committee has also made the same recommendations in this regard. The situation would not have worsened so much if this would have been done. This can be done now also. Currency notes should be printed in proportion to the reserve in the Reserve Bank. This can only be done by bringing the Reserve Bank under legal control.

Budget, Industrial policy and all other policies are our resources. You have to develop the country and work for the welfare of the common man. Resources should be made available to them. A proper industrial policy and trade policy should be adopted in this regard. You should bring some change in regard to the income policy. I agree with the system of licensing permits introduced by the Government. But it suffers from certain defects. you have a limping policy and it will not be able to take full jump. Such a limping policy will also keep the economy and the country limping and there will be no progress. These defects should be rectified even if the Government has to take stringent

measures in this regard. Big industrialists who do not approve this action are very much concerned about it.

The Government supported the idea of import substitution in regard to the trade policy. This benefits the big industries. If the Government does not want to be liberal in its trade policy it should provide import substitute. It should remain firm in the matter of foreign exchange. The concept of EXIM Bank and that of differential rates will give rise to corruption. A special group will work in this regard. The premium of 20—25 per cent would not attract the genuine exporters. The premium of 40—45 per cent fixed in this regard should be brought down so that the premium of 20—25 per cent will give some benefit. A list of such industries should be drawn up which are considered necessary by the Government in this regard.

Now I would like to say a few words about Wage Policy. These days the peons and clerks belonging to Public sector undertakings are getting Rs. two thousand and Rs. five thousand respectively as wages. This makes the peon working in the Public sector feel that he earns more. Why other peons rendering the same kind of duty are being paid less than him. All the workers must get uniform salary irrespective of their place of posting. It should not matter whether they are working in Public sector undertakings or bank or any other government offices. There must be some uniform criteria for Wage Policy. It is often heard that pay scales in Public Undertakings have been raised, but there seems to be no progress in the work being done by them. Wage and work-efficiency should be linked together. You had a talk with the leaders of Trade Unions a few days back. You should ask these Union leaders to show the improvement in their work first. Their pay scale, must not be increased unless there is improvement in their performance. You must take some measures to off/let the loss of production caused by strike. I want to cite an example. There was a teacher in my school who was a drunkard and nasty

person. It was not possible either for the management or the govt to throw him out. It is a pity that one cannot throw out an employee who does not work, indulges in creating disorder and indulges in corruption and other malpractices. You should change the rules and laws. If an employee shirks his work, betrays his country and whiles away three hours for his lunch instead of one hour, he or she should be brought to the book. This could be no longer tolerated. The persons who work hard should be promoted. What I want to submit is that there should be some linkage with the work. If salary of workers in a company or undertaking is to be increased, their work should be assessed first. Countries like U.S.A., Germany and Japan have made good progress, because the people of these countries showed keen interest in their work and increased the production in their countries. If one does not work sincerely in those countries, he is thrown out of his job. Therefore, rules and laws should be changed and an element of termination of services should be brought in if one does not work properly.

You have spoken of the industry as also grant to the industries. Have you ever thought about other industries? Is there enough energy to reform coal, steel and energy industries? Hardly any electricity board is efficient enough which might not be running in loss. All electric boards are white elephants. Why is it so? You must discard old electricity policy. Thermal, Hydel, tidal, gas-based or solar or atomic power is being generated. You are using hydel and thermal process only. Now we should turn to tidal power also. We have Cambay in Gujarat. This has a good potential for generation of tidal power. Why have you abandoned the process of solar energy? India has a hot climate and solar energy could be easily generated in India. It would be very beneficial for our country. The worst thing is about the use of natural gas. The ONGC is the highest profit earning undertaking, but there is widespread corruption also. Every import and its importing officer are in the grip of rampant corruption. You must go through

the article written by Mr. Roy Chaudhary and published in 'Industrial Weekly' in July. He has written in his article that we have so much deposits of oil, petrol and gas that we can even export them. You must undertake Geological Survey to locate the oil deposits. You hand over the exploration work to private agencies. Exploration work should be carried out by both—the Government and the private entrepreneurs. You should invite global tenders and do it publicly. You should auction certain areas to private parties to locate oil reserves. Offer should be open to people from any part of the world. If you do so, you could export oil and gas within a year. ONGC is working against the interest of this country. Its corrupt officers are misleading the Government so that exploration work is not undertaken on an extensive scale. Why is gas being flared out? Have you ever shown any concern for such an unnecessary wastage of gas? In 1974 an experiment was made to run the car by using gas as fuel. It is long since that experiment was undertaken. Why do't you run the car by using gas as fuel? Your government officers have either one Ambassador car or two Ambassador cars or three cars. You should discard the Ambassador car. You should provide Maruti car, Fiat car or diesel car to the officers.

It is the government which consumes maximum quantity of petrol. Why do you use outdated Ambassador cars? Why do you not use Maruti in Delhi? Do the officers travel in Ambassador car when they use their own car? Do you travel in Ambassador car in Delhi? When gas is being flared out, why should it not be used in the car in place of petrol, which could be done successfully. You must introduce some mechanism in the car so that gas to be used for a month could be filled in the fuel tank of the car. But you do not care at all. A man should be able to first fill up his car with gas and take the car wherever he likes. Actually, this does not strike your mind. The people of Bombay as also those of Surat, Ahmedabad and entire Gujarat are asking for gas. Why do you not supply them gas? I am ready to provide gas to

the people of Ahmedabad through my corporation and at my own expenses. The people of Surat and Bombay are ready to transport the gas from the place where it is being flared out. Machinery is very much ready to this effect. Why don't you accord your sanction for it? Why is there so much of delay in its implementation and who is responsible for its non-implementation though nothing is technical in it. Neither you nor ONGC fail to understand this simple fact concerning Ambassador car that it consumes a lot of petrol. You should discard Ambassador car which consumes large quantity of petrol.

I am not opposed to the Ambassador car, but it consumes much petrol. Had it been driven without petrol, then I would have supported the idea of Double Decker Ambassador car, but its consumption of petrol is the highest. It should be converted into a diesel car and it should be sold to one and all. I do not understand as to why such a simple thing cannot be executed?

After that comes coal. Coal and Railway are related to each other. Our entire state of Gujarat is pleading for generation of electricity by using gas as fuel, but our gas is being flared out. Central Government should grant its permission for setting up of gas based power plants. Government should decentralise its power. Gas may be used at the place where it is exploited. Refineries should also be set up there.

H.B.J. Gas pipeline has been erected by the Central Government. It has invested Rs. 2200 crores in it, but what is its condition? Not even half of it is in use at present. Where did you get Rs. 2200 crores from, where from have you imported pipe and why was this pipe line installed and why do you carry the gas to far off places? Why should the gas not be used at the place where it is found? I am of the view that a project based on natural resources should be set up at that particular place where these natural resources are available. The Government of India should itself convert gas into energy. The Central Government should not give it to the State Governments. If

the gas is tapped, the Central Government should convert it into energy. Energy is required for running the Industries and when energy is available to them, the cost of production will be reduced as the production will increase, but you are flaring out the gas. Similarly, coal is found in Bihar. It could be transported two thousand kilometers away and the railway is the mode of transport for it. I would like to ask the hon. Minister through you as to what is the rate of rake at present? When Industrialists come and ask for coal, they are told that coal is not available and the persons who supply coal, tell them that coal is available and they may transport it. Rakes are required for transportation of coal, but the Railway is not providing the rakes. The persons who want rakes are asked to pay Rs. one lakh as illegal gratification, only then rakes are allotted to them. In the Rail Bhawan, officials ask the persons who want rakes, to pay Rs. One lakh per rake. Industries cannot be run without coal. The rake for coal is sanctioned only when Rs. one lakh is paid to the concerned officials and the Government makes the claim that it is promoting the industries. I would like to submit that you should kindly have a check where it is needed. There should be a proper system for allotment of rakes. A list should be prepared and rakes should be sanctioned according to priority of an applicant in the list. The demand for rakes should be obtained in advance and the rakes should be sanctioned according to the demand. Why don't you evolve a system. You are working according to the system evolved by the Britishers who considered us as slaves. Your Bureaucracy and your mentality is also treating a common man of India as a slave. You will never come out of that circle and you will not apply your brain. After becoming a Minister, if there is any problem at your home, you will not be able to work. If there is any problem in your party, you will not be able to concentrate your work. Hence, kindly ask the Ministers to do the work. You should hold Discussions with bureaucrats so that the common man is benefited.

Besides that, I would like to say one thing about the Public Undertakings. What Nehru had said might have been relevant at that time. What are these public undertakings? Why don't you scrap the public undertakings which are running in loss. When the undertakings are running in loss and the salary of workers is increased, then the industries will be ruined. All the Public Undertakings should be clearly told that we do not want a public undertaking which is running in loss. If such a situation arises in Private sector, nobody will allow it to continue? I fail to understand if there is a limit for appeasement and there should be a limit to linger on such things. For many years, Public Undertakings are running in loss. Why should you not close down such losing concerns? Prof. Kurein Sahib had been associated with the Committee on Public Undertakings and knows it very well as to how such undertakings are being run. Therefore, why do you not take a decision and after taking a decision, the undertakings which are to be closed down should be identified. It should be clearly told to the industries that such number of industries would be closed down in a month. We go on begging through out the World and these people are enjoying at the cost of exchequer. It doesn't matter if such units are closed down. I would like to say that if we are accountable, then these officers are also accountable. If O.N.G.C. or any other public undertaking runs in loss, then the Director, Chairman and M.D. of the concerned undertakings should be held responsible. If some undertakings have funds received from N.R.I.—Non-Resident Indians, then N.R.I.s money is also their hard-earned money. Wherever, there is bungling of crores of rupees, the Board of Directors, Chairman and M.D. must be held responsible for that. If any Public Undertaking is showing profit, then concerned officials should be given promotions and more facilities and their salaries should be increased. If the public undertakings are running in loss, responsibility for such a loss should be fixed. If the bureaucrats are responsible for taking the undertakings in the red, bureaucrats should be controlled and

they should be held accountable for the loss. I would like to ask you as to how many posts of M.Ds. and Directors are lying vacant? If these posts are to be filled from among the Government officials, then these posts must be filled. If these industries have incurred loss, then the officers of those undertakings should be held accountable and they should be told that these undertakings have to compete with Private Industries.

Finally, I would like to say one thing about the sick units. Kindly do not linger it on for long. I can understand the condition of small and tiny units. You had spoken of one-window system. I am a member of the Parliament and my son was setting up an industry. I had not told the officers that he was my son. I told him to see as to what is going on. Loan is not sanctioned even after the lapse of six months.

Nationalised banks have not to grant any loan. Other institutes grant loan but they require as many as 50 certificates. There is not one window to attend the applicants. They have to go from one place to the other. At every stage the applicant is asked to bring this paper and that paper. When any paper is not available the applicants would say, the paper is not available, take some percentage of the loan amount. In this way the loan is given. Sometimes industrial units are not sick but for getting subsidy these units are made sick with connivance of all concerned persons, namely, officer of the banks, industrialists owning the sick units and other institutes. At some places there are some persons who help in declaring a unit sick. They say, make the industry sick and enjoy subsidy. It is clear that it is done only to get the subsidy which the Government is not prepared to grant to the farmers even on fertilizers. Agriculture should be declared as an industry. The Government will have to grant subsidy to Agriculture. The government should term agriculture as small unit or a tiny unit. They will have to provide loans, roads, electricity and water to agriculture too. There are industrialists in industries. Similarly there are the poor farmers in agriculture. It is

mentioned that the big farmers should not be provided with any kind of subsidy. Now where are the big farmers in the country? At least, in Gujrat there is no such farmer. The whole subsidy, and not 10 per cent but 40 per cent or whatever it is should be restored for the time being. This sum of subsidy can be realised in the form of huge arrears of taxes outstanding against industrialists and film stars. If these taxes are collected, the deficit by way of subsidy incurred in a year will be compensated. Taxes should be realised and subsidy on fertilizers be restored.

Sickness in industrial units, be it a big, medium or small, should be cured at the initial stage. When the sickness assumes cancerous shape, its cure is next to impossible.

Today almost all the units have been rendered sick but, it is to be seen whether they are really sick. Industry is provided help only when the industrialist salutes to the person concerned and connives with him. It is for this reason that the Government should take a decision regarding a particular percentage of sickness in all the sick industries and then provide aid to such sick units liberally. But when the sickness is not removed by aid then what is the use of providing such aid. If any industry is too sick to be revived, then there is no use of such aid. I would like to know from Prof. Kurien whether he has ever heard of an industrialist, whose industry is sick, falling ill or running fever even or suffering from any ailment. He performs a host of works in the name of his wife but death comes only to the labourers and never to the industrialists. The disease should be cured properly. There is no need of concession for such sickness.

[English]

The industrialist is directly responsible for it.

[Translation]

Be the industrialist small or big but the big is more responsible. So, there is a need of a network of tiny and small scale, collage based and village based or agro-based industries throughout the

country. Assistance should be provided to such industries so that people may get employment, unemployment may be alleviated and eradicated. The sickness of the big industries should be examined properly whether they are really sick or there is some connivance. There is another alternative. Unless the Government money is realised fully, their entire property should be kept in Government custody. If the worker has no right to enjoy life, the owner cannot have the same right. A list of such industrialists should be made who declare their units as sick deliberately and they must be told that cannot do so any longer.

We had high expectations from the Governments. But the policy of the Government has belied those expectations and created a sense of negligence in the country. Dr. Man Mohan Singh has certainly joined the cabinet but we do not foresee any good result. There is a limit of high expectations too. In the first instance the country was given an assurance that the prices would be controlled within 100 days. Then economists gave a new theory, whether one is agreed to it or not. But as I have already said, the Government is not going to succeed. The prices are not going to be controlled even after 300 days. The industrial policy, as I have already said, is nothing but a rosy picture. This situation is not likely to persist. People have certainly had high expectations. But as per the "Principal of Rational Expectations" people think that it is not their job but it is the job of Government to think or do something on these lines. When people begin to show such discrimination in their attitude, there would be a clash of interests of consumers and investors. The Principal of Rational Expectations is more applicable to India. A new change has been brought about after 40 years, and people have become hopeful that something fruitful would come out, but if it does not prove fruitful then the Government would have to lose the battle and the country would be ruined. A survey should be conducted to ensure that the Principal of Rational

Expectations may not hamper the progress. And then the economy of the country should be led to the right path. Instead of following the path shown by Nehru, the path shown by Mahatma Gandhi should be followed. He laid emphasis on decentralization, eradication of poverty, eradication of unemployment, agro-based industry etc. We shall support the move that ensures people's welfare. Otherwise price-rice would continue. If the prices continue to rise in double digit, i.e., 15-17 per cent, the condition of the common man would worsen. You can control the prices of the commodities which are under your control and provide relief to the people. The same thing I have said about gas. Keeping in view my suggestions they can consult people and get the measures, which they think proper, executed so that common man could get relief.

Mr. Deputy Speaker, Sir, with these words I conclude while thanking you.

[English]

SHRI MOHAN VISHNU RAWLE
(Bombay-South Central): I beg to move:

"That the demand under the head department of Industrial Development be reduced by Rs. 100."

[Need to set up new industries in the industrially backward district of Konkan in Maharashtra.] (14)

"That the demand under the head department of Industrial Development be reduced by Rs. 100"

[Need to discourage setting up of polluting industries in Bombay.] (16)

"That the demand under the head department of Industrial Development be reduced by Rs. 100."

[Need to take stringent action against the management of Industries for not checking pollution in Bombay, Thana and Pune in Maharashtra.] (17)

"That the demand under the head department of Industrial Development be reduced by Rs. 100."

[Need to encourage setting up on non-polluting industries in Maharashtra.] (18)

SHRI K. P. REDDAIAH YADAV
(Machhlipatnam): I beg to move:

"That the demand under the head department of Heavy Industry be reduced by Rs. 100."

[Need to sanction a heavy industry at Machhlipatnam.] (27)

"That the demand under the head department of public Enterprises be reduced by Rs. 100."

[Need to retire compulsorily the inefficient officers in the public sector undertakings.] (28)

"That the demand under the head department of Public Enterprises be reduced by Rs. 100."

[Need to enquire into the acquisition of assets by high officials particularly C.M.D.s of public sector undertakings and disproportionate to their known earnings.] (29)

"That the demand under the head department of Public Enterprises be reduced by Rs. 100."

[Need to ensure protection of the interests of workers in the industries involving NRIs entrepreneurship.] (30)

"That the demand under the head department of Public Enterprises be reduced by Rs. 100."

[Need to have a constant vigil on the working of Managing Directors of public sector undertakings.] (31)

"That the demand under the head department of Small Scale Industries and Agro & Rural Industries be reduced by Rs. 100."

[Need to develop agro and cottage industries in Krishna district.] (32)

SHRI BHAGWAN SHANKAR RAWAT (Agra): I beg to move:

"That the demand under the head department of Heavy Industry be reduced by Rs. 100."

[Need for setting up heavy industries in public and private sectors in Agra.] (45)

"That the demand under the head department of Small Scale Industries and Agro & Rural Industries be reduced by Rs. 100."

[Need for providing financial assistance to educated unemployed youth of Agra, particularly of lower income group to set up their own industries.] (52)

"That the demand under the head department of Small Scale Industries and Agro & Rural Industries be reduced by Rs. 100."

[Need for setting up industries unit in small scale and cottage industries and encouraging them through District Industries Centre at Agra.] (53)

SHRI ANIL BASU (Arambagh): I beg to move:

"That the demand under the head department of Industrial Development be reduced to Re. 1."

[Failure to revive the sick industries in the country.] (57)

"That the demand under the head department of Industrial Development be reduced to Re. 1."

[Allowing collaboration with

foreign companies having 51 per cent or more equity.](58)

"That the demand under the head department of Industrial Development be reduced to Re. 1."

[Failure to review the policy of multi-nationals in a big way in India.] (59)

"That the demand under the head department of Heavy Industry be reduced to Re. 1."

[Failure to maintain the commanding role of public sector in our economy.] (61)

SHRI SUDHIR GIRI (Contai): I beg to move:

"That the demand under the head department of Industrial Development be reduced to Re. 1."

[Failure to strengthen the Public Sector.] (70)

"That the demand under the head department of Industrial Development be reduced to Re.1."

[Policy of more than fifty per cent foreign equity participation in India] (71)

"That the demand under the head department of Industrial Development be reduced by Rs. 100."

[Need to provide necessary assistance to the sick Industries of the country.] (72)

"That the demand under the head department of Industrial Development be reduced by Rs. 100."

[Need to enhance the internal market for the consumption of industrial goods.] (73)

SHRI BANDARU DATTATRYA (Secunderabad): I beg to move:

"That the demand under the head department of Industrial

Development be reduced to Re. 1."

[Failure to review the policy of allowing 51 per cent and more equity to foreign capital in companies in India] (86)

"That the demand under the head department of Heavy Industry be reduced by Rs. 100."

[Need to sanction 293 industrial projects to be set up in Andhra Pradesh.] (87)

"That the demand under the head department of Public Enterprises be reduced by Rs. 100."

[Need to give proper incentives to the efficient managers and workers of public sector undertakings.] (88)

[Translation]

SHRI CHANDULAL CHANDRAKAR (Durg): Mr. Deputy Speaker, Sir, the new industrial policy economy of the country.

SHRI DILEEPBHAI SINGHANI (Amreli): Mr. Deputy Speaker, Sir, I rise on a point of order. There is no quorum in the House.

[English]

MR. DEPUTY SPEAKER: The bell is being rung—

Now there is quorum. The hon. Member, Shri Chandrakar may continue.

[Translation]

SHRI CHANDULAL CHANDRAKAR (Durg): Mr. Deputy Speaker, Sir, today Shri Vaghela, an hon. member of B.J.P. who has preceded me, has expressed his views during the discussion on the new industrial policy. The problem is that he has mentioned contradictory things while discussing on industrial policy. He has suggested to give up the policy of Nehruji. It is not a new thing as he is always opposed to Nehruji. He always opposes the good points suggested by Nehruji. Today he has said one new thing and that is to follow Gandhiji. The party whose people, whose some members, whose colleagues assassinated Gandhiji.....(Interruptions)

Mr. Deputy Speaker, Sir, I want to say that these people are not aware of the fact that I was a few steps away at the time when Mahatma Gandhiji was assassinated. I was behind him because I used to report the lectures delivered by him in those days and got them broadcast by All India Radio. That is why I was behind him. The assassination was committed in front of me. Friends, you should understand the psyche a bit.

The second thing is that Shri Vaghela has said that the country has become bankrupt by following Nehruji's policy. Friends, remember, what would have been the fate of the country if the policy formulated by Nehruji in 1956 in respect of industries had not contained mixed economy which included both the private and public sectors. What has been the fate of East Europe, what happened in America, these are some examples. This is the only country which paved the way for the world that mixed economy can enable the country to achieve progress. It was inevitable to put some industries under public sector since there are some basic industries too. Some industries cannot be handed over to big industrialists. Some industries were to be given to the private sector. It is not true that there are a few industries in the private sector. A large number of industries, big industries, big buildings are in the hands of private industrialists. But only a few industries were put under public sector. As we know, they have to criticise the public sector whatever be the industrial policy. Their party had moved a resolution in Jaipur to close all the industries in public sector. That is why my former speaker has said that all public sector industries should be closed and auctioned within a month. Friends, we are not going to auction these industries. We want that the industries in public sector should be improved. We have stated categorically that we would improve and reform the public sector industries and increase their production.

As regards salient features of industrial policy, there are three or four aspects of it. Firstly, the main object of the industrial policy is to improve our economy.

15.02 hrs.

[SHRI SHARAD DIGHE *in the Chair*]

Attention is not being paid to increase the production in the country and bring about improvement. It will be improved only when steps are taken to do that. The country has progressed a lot in 40 years. Secondly, we have to make endeavours to step up our exports. We want to induct new industrialists. The industrial policy has a special feature. They are not far-sighted and hence they are unable to understand it. Today unemployment among youths is increasing (*Interruptions*) The unemployment is increasing alarmingly. To contain it, the Government has emphasised to introduce tiny industries in which an amount of rupees two, three or four lakh may be invested. New entrepreneurs come forward. The sons of farmers and labourers are neither trained nor do they know the management. That is why tiny industries have been set up. It has been done keeping in view the increasing unemployment in the country. My former speaker has said that we have introduced basic concept in the industrial policy. This type of criticism is not a new thing. But it is the same policy of Industrial Resolution Policy of 1956. Changes have been made from time to time as per requirement. And this time also, positive change has been made as per the requirement of the country. He has said that in our country the foreign exchange position was just over rupees six thousand crore up to 1989 and it went up to rupees 1500 crore by 1991. He has also said that during non-congress Government period of one and a half years the amount of rupees 6000 crore was increased to rupees 1500 crore. Since there was no money to import goods for 15 days, an essential and revolutionary change has been made in the industrial policy. (*Interruptions*) For the first time our Government has allowed foreign companies to invest 51 per cent capital. It does not mean that the country is mortgaged. It has not been done under pressure from I.M.F., World Bank or any other lobby. In order to allow the flow of foreign exchange into

the country, 51 per cent foreign investment has been allowed. Till 1989, when Congress was in power foreign exchange worth about 389 crores of rupees was earned every year but now-a-days it has been reduced to rupees 122—25 crore. Foreign companies have restricted investment. That is why 51 per cent investment has been allowed just to encourage them. By granting them the right to just 51 per cent share would not attract sufficient foreign capital. We face difficulty while enacting rules for it and implementing them. I mean to say if Government servants make delay or show reluctance in the allotment of land, supply of electricity and water or in providing facilities like customs, etc. to a foreign company, that company will either not set up its industry or invest less capital. Only by doing it 51 per cent will not serve the purpose. We have to gear up the whole machinery. For example, in Indonesia equity share is less than 51 per cent. Equity shares for investing foreign capital are much less there. But last year it got the capital worth 7.7 billion U.S. dollars. Similarly, Malaysia and Thailand also got foreign capital of the order of 5-6 billion dollars. Whenever any foreign industrialist makes his investment, he expects facilities like land, electricity, infrastructure within a week. In some countries some big industrialists come to set up industries. They are screened on television to show that this industrialist has been provided all facilities within two-three days. We have to create such an atmosphere in our country.

Therefore, firstly we have to think that whatever foreign capital is flowed into our country is utilized properly. The Government has stated that foreign investment in such and such industries will be allowed and the licence system prevailing earlier has been de-licensed. It has been done to encourage more and more industries in the country so that production is increased and more people could get jobs.

Tourism Department may be encouraged because the number of foreign tourists is much less in our

country. I don't want to compare it. I just want to inform you that the population of Singapore is 26 lakh. It is a small country. But about 47 lakh tourists visit it every year—the number of tourists is almost double of the population. Whereas only 15—17 lakh tourists visit India during the whole year. Merely enacting a law will not serve the purpose. An atmosphere has to be created for it. It is very necessary.

AN HON. MEMBER: You have spoiled the atmosphere.

SHRI CHANDULAL CHANDRAKAR: You have vitiated the atmosphere in 1977 and 1989. Our system is fraught with number of problems. But three or four problems are assuming alarming proportions. The first increasing population; second, growing unemployment; third, shortage of foreign exchange; and fourth, less production in agriculture and industrial sectors. The new industrial policy has been formulated to improve all these four things.

Our population will cross 100 crore mark by the year 2000. Eighty per cent youths of the country live in villages. Therefore, we should change their attitude. We should encourage them to involve themselves in industries. For that purpose, it is necessary that we should provide them facilities of training, business management training. Allocation for the purpose has not been made in the budget of the Ministry of Human Resource Development. It is a big lapse. We have to pay attention to it. Under the circumstances, it is necessary to safeguard the interests of labourers. I mean to say that trained people would be required when high-technique industries are set up. To provide training, institutions like I.T.s should be set up in every city, town and village of the country. It will help in establishing industries in small villages and with the result labourers would get employment. It is true that there is a scarcity of resources and foreign exchange with the Government. For that purpose, our Government, our party has tried to bring down the prices of 10—12 items. There

is no doubt that there has been an alarming rise in prices.

Mr. Chairman, Sir, we need nearly rupees six thousand crore of foreign exchange to import chemical fertilisers. Thus, keeping it in view, the rates of chemical fertilizers have been increased. There is no doubt that farmers have suffered a lot. The production would also be comparatively less. That is why our Government should reconsider it. We should reduce the subsidy from 30% to 20%. If there is a problem with farmers, it should be removed.

Mr. Chairman, Sir, as you know, maximum subsidy is given to the farmers in American and European countries. There is an economic committee constituted in Europe. It grants much economic aid. The U.S. Government also provides much economic aid to its farmers. Keeping in view this little burden on the farmers of the country, we should alleviate it. In this connection, I would like to highlight one aspect. On the one hand, we are worried about the production of chemical fertilisers but on the other hand, we don't pay attention to the production of Gobar Gas which may save enough chemical fertilizers. I don't want to go into more figures. But if we instal 15 Gobar Gas plants on an average in every village of 5 lakh and 76 thousand villages, we can definitely save rupees six thousand crore of foreign exchange...

AN HON. MEMBER: Has the production of chemical fertilisers begun in our country or a factory is to be set up?

SHRI CHANDULAL CHANDRAKAR: I thank you. Chemical fertilisers are being produced in industries. To cover up the shortage of chemical fertilisers the Government should encourage Gobar Gas plants. It will definitely be able to reduce the foreign exchange spending. Friends, India has invented Gobar Gas and it has been introduced in China...

SHRI PIUS TIRKEY (Alipurduars): What do you mean by friends? You please address the Chairman.

SHRI CHANDULAL CHANDRAKAR: I stand corrected. Mr. Chairman, Sir,

China has now set up so many Gobar Gas plants. Chemical fertilisers are not required there.

As you know, how many people are unemployed in our country particularly in Madhya Pradesh. In addition to that some areas of Orissa and Andhra Pradesh and Chhatisgarh and Vidarbha of Madhya Pradesh are very poor areas. Therefore, in order to provide training of business management to new entrepreneurs, training centres should be set up at Durg City.

Secondly, there is a good sale of leather and foot-wear in Bhilai area which is a big industrial area. These items are brought there from other places. So, if a leather and foot-wear industry is set up in Bhilai, the jobs to many people may be provided as well as foot-wears may be made available to the people at cheap rates. Likewise, in the Patan area of Durg district, soap and detergent industry may be set up. In Dhamdha area the bronze and brass industry can be set up. Some of the industries are at the verge of closure there. They may be made viable by giving them incentives. In Saja area the industry of Hosiery and readymade garments can be set up. Similarly, in Bemetra area plastic and processing industries may be set up. Handicrafts and honey industries in Navagarh and food processing industry in Khertha area can be set up.

Mr. Chairman, Sir, in Borai area of Durg a growth-centre was set-up four years ago but it still lacks in required infrastructure. Some new industries have started functioning but the essential facilities like water, power, roads, telephones etc. are not available there. For this reason, many persons willing to establish their industries there are making a deliberate delay on their part. Along with this, it should be kept in mind that the local people in more and more number can be absorbed in these proposed industries. Out-siders are certainly required for the technical jobs but for the ordinary kind of jobs number of local persons are available there.

Hence they may be given chance first. Mr. Chairman, Sir, our Government has decided to do away with the industrial licence system under new industrial policy which will undoubtedly benefit the country. Just before me, one of our friend has repeatedly said that the country did not make any progress during the 40 years reign of Nehru family. I would like to request them to quest within himself to see what progress our country has made during the last 40 years. More than 4 lakhs villages out of 5 lakh 75 thousands in the country have been electrified. So, this is not correct to say that we did not make any progress in the industrial sector. How much progress we have made in the last 40 years can be easily ascertained by comparing our country with those 97 countries which got independence after us. No other such country has made as much progress in the fields of industry and farming as we made. This is the result of our policy that we do not import food grains even if there is famine in our country. Had there not been a non-Congress Government in 1977, the country's progress in industrial, science, and especially in agricultural sector would have gained a rapid momentum. But they impeded its development rate as they hampered the team-spirit of our scientists by deputing them here and there in reckless manner. As a result of this our country's scientific progress came to a halt. This situation improved a bit when our party came to power again. Many of our friends have blamed that our Government did not do anything to make this country a self-reliant. But I think that there is no glaring example in the world about the efforts we made in every field during Indira Gandhi's regime to make the country self-reliant. She and later on Shri Rajiv Gandhi also, did their best to make this country self-reliant. Along with making the country a self-reliant they also maintained the unity of the country. And it is the result of their efforts that we are self-reliant. Without saying much, I would like to say that our industrial policy is praise-worthy and it suits the needs of our country. With these words I thank you.

[English]

SHRI AJOY MUKHOPADHYAY (Krishnagar): With grave concern I rise to speak on the Demands for Grants relating to the Ministry of Industry, which are based on the new Industrial Policy Resolution announced on the floor of this House on 24 July last.

The first Prime Minister of independent India, late Pandit Jawaharlal Nehru, declared that the objective of the State would be to ensure social and economic justice by establishing a socialistic pattern of society. The 1956 Industrial Policy Resolution they said, was formulated in achieving that objective. That Industrial Policy Resolution was endorsed by Parliament in December, 1954. In fact, that was the message of the freedom movement of this country itself. But we had no illusion. We did never think that the policy which gave public sector a strategic role in our economy, could transform the class-based society into an egalitarian one where social and economic justice might be ensured. But still stress on the public sector occupying commanding heights of our economy was a welcome step and we did support that policy because that would create the base of industrialisation and would help achieving self-reliance to a considerable extent. At the same time, we have been saying and agitating for the last four decades against the anti-people economic policies of the Congress Government designed to serve the interests of the monopolists and the feudal landlords. The policy based on this narrow class outlook has resulted in huge accumulation of wealth and also disparity of income to an alarming proportion. The unprecedented crisis that the country is facing today is an inevitable outcome of that class policy. Inevitable because capitalism was sought to be build up on the ramnants of feudalism. Now in the name of tackling the deep-rooted crisis, which is the creation of this Government, they are trying to reverse everything.

The Industrial Policy Resolution bears testimony a total reversal of the earlier policy of self-reliance by denigrating the

strategic role of the public sector, privatising almost all industries, abolishing industrial licensing in most of the industries and indiscriminately inviting the foreign capital with their technology. This is a total reversal of the earlier policy. Is it continuity with change or change for the worse? In the mirror of your new-found philosophy, we find BJP's face.

It is a matter of shame that after forty-four years of Independence, the imperialists agencies have been given a free hand in the affairs of our economy. There is not an iota of truth in your assertion that you have not submitted to the dictates of the IMF and the World Bank. In fact, the new Industrial Policy Resolution, along with your trade policy and fiscal policies, is a product of an unholy nexus between the so-called Indian nationalists and the international reactionaries who are out to satisfy their hunger of neo-colonialism in the name of building 'new world order'.

You should have at least that much of courage and honesty to call a spade a spade. Hence, before announcing the new Industrial Policy Resolution, you should have come with a Bill scrapping the Preamble and Directive Principles of the Indian Constitution. But you do not have that guts. I am, therefore, constrained to say that your Industrial Policy Resolution is nothing but a document of deception under the cover of high-sounding promises and pious contentions.

According to the Resolution, the industrial licensing is being abolished in almost all the industries because, I quote:

"The Indian economy will benefit by becoming more competitive, more efficient and modern and will have its rightful place in the world of industrial progress."

The Resolution further states that:

"The entrepreneurs will make investment decisions on the basis of their commercial judgement."

How funny! It is not understandable how the capitalists whose sole aim is

profit and more profit can decide the national priorities. Even in advanced capitalist countries like Japan and Germany, there is some sort of intervention. So as to suggest to the capitalists the priorities and viabilities of industries they want to set up in these countries.

Total absence of any such mechanism at the Government level in our country will inevitably lead to a wholesale anarchy. Moreover, this will increase the regional imbalances and there by provide, further handle to the secessionist and other divisive forces. But still the new Industrial Policy Resolution assures us that over-riding national interests will not be jeopardised.

Sir, FERA regulations have been given a go-by. Foreign equity participation has been raised to 51 per cent in 34 high priority industries meaning thereby that those foreign investors, particularly the multi-nationals, with their advanced technologies will be the virtual owners of those concerned industries. The unrestricted freedom of the multi-nationals will inevitably throw massive challenge to the development of the Indian industries making them subservient to the imperial capital and the Indian people will be subjected to be the helpless victim of neo-colonial exploitation. Can you deny?

There are no two opinions that import of technology in vital sectors in which modernisation is essential, must be given priority, Nobody disagrees.

But with the unrestricted inflow of foreign technology without giving any priority, as contemplated in the Policy Resolution will obviously push the indigenous technologies into an uneven and unhealthy competition and by that the initiative in the development of science and technology in this country will be curbed. It should also be remembered that foreign investors do not bring the most modern technology in the third world countries. They do not. They usually supply scrap and obsolete technologies to the third world countries. India should not be allowed

to be a dumping ground of those scrap technologies.

It would not be out of place to mention that the fruits of the technological revolution cannot be used indiscriminately irrespective of the social and economic conditions. A particular technology which is suitable and helpful to a particular country may be harmful to another country in another economic and social order. Do not forget this.

SHRI VILAS MUTTEMWAR (Chimur): Which are the areas for your technology? (Interruptions).

SHRI NIRMAL KANTI CHATTERJEE (Dum Dum): Technology for manufacture of toys. Do you like it—toys for the rich? (Interruptions) You know that you have imported technology in order to manufacture toys that are purchased by one per cent of the population of the country. (Interruptions).

MR. CHAIRMAN: You ignore all the things. Address the Chair and continue. (Interruptions).

MR. CHAIRMAN: Ignore all this running commentary and address the Chair.

(Interruptions).

SHRI AJOY MUKHOPADHYAY: Use of technology requires scientific judgement. Otherwise, the industrial development of the country will be gradually dependent on the foreign technology which is dangerous.

The new Industrial Policy Resolution is very much vociferous against the public sector and the domain of the public sector is sought to be restricted in eight categories of industry only. This reserved list of public sector does not even contain the two most vital industries like steel and energy which have all along been considered as a core sector. Now, clear indication has been given about cent per cent participation of foreign capital in these two core industries. Inflow of multinational capital in steel, heavy engineering, power equipment and in such other areas would spell the end of BHEL, HEC, HMT etc. According to the

Resolution, "There would be no bar of areas of exclusivity to be opened up to the private sector selectively." So, it is crystal clear that total dismantling of the public sector is the goal. But why? In the Industrial Policy Resolution so many ills have been diagnosed, but the prescription for the IMF is very simple—kill the patient don't make any serious attempt to cure the ills. The reason is obvious. It is the public sector which stands in the way as the biggest hindrance to acquire sovereign power by the foreign multinationals and the Indian monopolists in the industrial arena of our country. So, privatisation is the mandate. But may I ask who is responsible for the so called ills that you have identified? Is it not the erroneous and unscientific policy, inefficient handling and bureaucratic interference and pressure of the Central Government that are responsible for the so called degeneration? (*Interruptions*). But, Sir, it is a pity that instead of rectifying yourselves you have preferred to liquidate the public sector itself. What a nice proposition. Not only sick industrial units of public sector, Government want to privatise even the profit-making public sector industries by the scheme of disinvestment. A calculated and systematic propaganda campaign has been going on to create adverse public opinion against the public sector as a whole. Can you deny it? Even the ONGC which is most profitable public sector enterprise is not being spared, though contradicted earlier by the hon. Prime Minister, very clear indications are there that denationalisation of the nationalised banks and other financial institutions is also on the agenda. (*Interruptions*) But privatisation is not a panacea. Then, sickness is not confined to the public sector alone. It is no less in the private sector; even it is more. Moreover, can anybody deny that the so-called prosperity of the private sector is at the cost of public sector? Nobody can deny it. Investment in private sector, particularly in big and medium industries has mainly been done by public financial institutions.

THE MINISTER OF STATE IN THE MINISTRY OF INDUSTRY (PROF. P.J. KURIEN): Sir, I would like to make one point very clear. We have not restricted the public sector. We are not allowing the private sector to enter into eight areas, whereas the public sector can enter any field. (*Interruptions*)

MR. CHAIRMAN: This is not a dialogue. He is making a speech and the Minister will reply. You may give your reaction when your turn comes.

SHRI AJOY MUKHOPADHYAY: You have opened up the public sector to the private sector industries. That is there in your policy. (*Interruptions*). The private sector people have squandered thousands of crores of public money to enrich themselves. There are so many facts and figures. Those facts and figures are with me. But I do not want to quote them.

Now, the Government have come out with a proposal to change the MRTTP Act also.

[*Translation*]

SHRI RAM SINGH (Haridwar): Mr. Chairman, Sir, I am on a point of order. The hon. Minister of Industry has said that the private sector will not be allowed to enter into the public sector as a matter of policy. But here I would like to read some lines of the brochure published by his department. There is contradiction between this intervention and the contents of the book published by the Department of Industry. Hence he should clarify which is correct. (*Interruptions*)

SHRI KALKA DAS (Karol bagh): Mr. Chairman, Sir, the hon. Member wants to say that the hon. Minister is stating against their own policy. But you are not listening to him. (*Interruptions*)

[*English*]

MR. CHAIRMAN: There is no point of order. Please sit down. If there is inconsistency, he will reply in the debate. There is no point of order please. Please continue. There is no point of order. Do not record anything further. Please go on.

(Interruptions)

MR. CHAIRMAN: You please sit down. Kindly sit down. Please continue your speech.

SHRI KALKA DAS: I want to make a point.

MR. CHAIRMAN: You can make your point in your speech later. We are not having a dialogue here but we are having a debate on this. Please continue.

SHRI SRIKANTA JENA (Cuttack): After this intervention by the hon. Minister, the hon. Minister must clarify the position.

SHRI ANNA JOSHI (Pune): You should not have allowed the hon. Minister to intervene.

SHRI AJOY MUKHOPADHYAY: Let me read out the relevant portion of the policy.

MR. CHAIRMAN: The hon. Minister is capable of replying to the debate.

SHRI P. J. KURIEN: I am clarifying. You give me one minute. What I said is that in the new industrial policy, eight items have been reserved for public sector. They are exclusively for public sector. Private sector will not be allowed in those areas. You please read the policy. Eight items have been reserved exclusively for public sector and there, private sector will not be allowed. That is what I said.

Secondly, according to this policy, public sector is at the same time free to enter any other field where private sector is operating. I repeat this. I have read the policy. You have not read the policy.

SHRI AJOY MUKHOPADHYAY: What you have said is not correct.

SHRI P. J. KURIEN: What I have said is there on record.

SHRI AJOY MUKHOPADHYAY: Let me read out that portion from your policy resolution. I quote:

"There would be no bar for areas of exclusivity to be opened up to the private sector selectively."

What does it mean? This has been stated in your policy resolution. I am

quoting your policy. It is not my statement.

SHRI SOMNATH CHATTERJEE (Bolpur): The main portion has no relevance. It only refers to Annexure.

SHRI P. J. KURIEN: Read the Annexure. We have said it there.

SHRI NIRMAL KANTI CHATTERJEE: Does it mean that the hon. Minister is withdrawing all the other parts except the Annexure in the Industrial Policy Resolution? No. The hon. Member has a right to quote from the Policy Resolution.

SHRI AJOY MUKHOPADHYAY: quote:

"There would be no bar for areas of exclusivity to be opened up to the private sector selectively."

What does it mean? (Interruptions)

SHRI SOMNATH CHATTERJEE: Sir, we want one clarification. The Minister must clarify before he speaks further. Since the announcement of the Policy till the commencement of this discussion, has the Government changed its Policy? We would like to know the position. Has the Government changed its Policy since then? (Interruptions)

SHRI SRIKANTA JENA: The Industrial Policy says one thing. Now, the Minister is mentioning something else. What does it mean?

[Translation]

SHRI KALKA DAS: Without clarification, it is difficult to continue the debate. (Interruptions)

[English]

SHRI AJOY MUKHOPADHYAY: Are You withdrawing that portion from your statement that I have quoted just now? (Interruptions)

SHRI SOMNATH CHATTERJEE: He will answer after a telephonic talk with the IMF. (Interruptions)

SHRI SRIKANTA JENA: What is the position the Minister is taking now? Are you deleting that portion? It is a question of debate now. How will we continue the debate without a proper answer?

MR. CHAIRMAN: The Minister will reply at the end.

(Interruptions)

SHRI LOKANATH CHOUDHURY: (Jagatsinghpur): The hon. Member has brought an important matter to the notice of the Minister. There is some confusion in the minds of the people. Let him clarify the position. (Interruptions)

MR. CHAIRMAN: Please let the hon. Member continue his speech.

(Interruptions)

SHRI ANIL BASU (Arambagh): How can he continue. Let the Minister first clarify the position.

SHRI TARIT BARAN TOPDAR (Barrackpore): Mr. Chairman, please adjourn the House. Let him come prepared. Please adjourn the House till then.

[Translation]

SHRI KALKA DAS: Please try to understand the sentiment of the hon'ble Member. (Interruptions)

[English]

SHRI SRIKANTA JENA: What is the point of continuing the debate without a clarification?

SHRI ANIL BASU: We would like to know what is the Policy of the Government in this regard. He is maintaining silence.

SHRI SRIKANTA JENA: Sir, I am on a point of order.

MR. CHAIRMAN: All of you, please sit down. He is on a point of order. I am listening to his point of order. Please sit down.

SHRI SRIKANTA JENA: I am just trying to bring to your notice one

important factor. As far as the Industrial Policy is concerned, we have got the policy-decision of the Government. Right now, the Minister has stated that this is the position. But actually this is not the position as per the Industrial Policy. We are discussing about the Industrial Policy and the Demands for Grants of the Ministry of Industry. We are under the impression that whatever has been mentioned in the Industrial Policy is the Policy of the Government. But the Minister is taking a different position right now. What will be our position? In what direction should we proceed? Should we quote the Industrial Policy or should we quote the Minister? (Interruptions)

SHRI SOMNATH CHATTERJEE: Shall we quote the Industrial Policy and misquote the Minister?... (Interruptions) Your interventions are creating difficulties.

MR. CHAIRMAN: Shri Somnath Chatterjee, I think in this fashion we will not be able to conduct the debate properly.

(Interruptions)

MR. CHAIRMAN: Let the hon. Member continue his speech. He is making a very good speech. Let him continue his speech. At the end, the Minister will reply.

(Interruptions)

SHRI SOMNATH CHATTERJEE: Let the Member continue his speech without the uninformed interruption by the Minister. (Interruptions)

MR. CHAIRMAN: You have got the Industrial Policy. You have also got the intervention of the Minister. You interpret them in whatever manner you like. You can react accordingly.

(Interruptions)

[Translation]

SHRI KALKA DAS: He has misled the House instead of giving clarification. His intervention has created this controversy ... (Interruptions)

[English]

SHRI DIGVIJAYA SINGH (Rajgarh): Why should they interrupt at this moment? Let the House debate the issue. The Industrial Policy is a document which is available to everybody. (Interruptions)

MR. CHAIRMAN: There is no point of order. I will clarify that. But as the Minister intervened, some people had some doubts and they had expressed some reactions. That is sufficient. Let the hon. Member continue now.

(Interruptions)

SHRI SRIKANTA JENA: I would like to know whether his statement is correct or the Industrial Policy is correct. (Interruptions)

MR. CHAIRMAN: That he will clarify at the end.

(Interruptions)

PROF. P. J. KURIEN: I would like to repeat that there is no contradiction. I would like to repeat that there are eight items reserved for the public sector and the Government's policy is not to allow any private sector to enter in that. (Interruptions)

SHRI AJAY MUKHOPADHYAY: Will you please read out that portion of your statement? (Interruptions)

PROF. P. J. KURIEN: I will give you more clarification at the end. I am repeating that eight items have been reserved for the public sector and the Government's policy is not to allow the private sector to enter into that. (Interruptions)

SHRI ANIL BASU: What does the Policy say?

PROF. P. J. KURIEN: I know what you are saying. What you are saying is, "There is no bar if the Government wants". Yes, that is true. If the Government wants, then we will announce it. Even in the previous Policy, the position was exactly the same. There was no change. According to the Policy, when it is operational, as it is, private sector cannot enter into eight areas unless

the Government specifically allows. That is a different thing. (Interruptions)

SHRI SOMNATH CHATTERJEE: It is vice versa.

PROF. P. J. KURIEN: No, it is not vice versa (Interruptions)

SHRI SOMNATH CHATTERJEE: Professor Kurien is a very good friend of mine. But, I have no faith in his Policy. (Interruptions)

MR. CHAIRMAN: Please address the Chair. (Interruptions)

SHRI AJAY MUKHOPADHYAY: Mr. Chairman, Sir, it is written in the Policy Resolution that there will be no bar for areas of exclusivity to be opened out to the private sector selectively. That means, at any time, you may open it up to the private sector. (Interruptions)

SHRI NIRMAL KANTI CHATTERJEE: Was such a statement made in the 1956 Industrial Policy Resolution? What are you talking? Do not try to mislead the House. This is a new thing. (Interruptions)

SHRI AJAY MUKHOPADHYAY: Now, the Government has come out with a proposal to abolish the asset ceiling of the MRTP Act also. I have not followed how the provisions that have been laid down in the Policy statement, could be enforced without bringing in amendment Bills, which are not before us. Two Bills are necessary to amend those provisions of the MRTP Act and the FERA. Those Bills have not been placed before the House. This abolition of asset ceiling in the MRTP Act will inevitably help further strengthening the grip of the monopoly capital over our economy.

There is no doubt in it. Not only that, this will put the small scale and medium range industries in a tight corner and ultimately threaten their very existence.

MR. CHAIRMAN: Please complete it now as your time is over. If you have got 30 minutes, you have taken 40 minutes.

SHRI AJAY MUKHOPADHYAY: But Sir, 20 minutes have been taken by

the Minister for replying to me.

It may be mentioned that the small scale sector plays a vital role in our industrial economy. The employment potential is the highest in this sector and it reveals from the Economic Survey 1991-92, that the employment potential in this sector was increased by 5.8 per cent in 1989-90 over the previous year, whereas the increase is only 0.4 per cent in large private sector industries. On the export side in 1989-90, the small scale sector earned foreign exchange to the tune of Rs. 7,626 crores, which is $\frac{1}{4}$ of the total export earnings of that year. Now, a situation is going to be created where the Indian and foreign monopolists will be at liberty to invade that area. The consequences can easily be imagined.

16.07 hrs.

(SHRIMATI MALINI BHATTACHARAYA
in the Chair)

The net result of these measures will be disastrous for the country. More than 2.4 lacs of industrial units in both public and private sectors are going to be the immediate victim with unemployment for millions, who are employed in those enterprises. As a consequence to the liberalised industrial policy along with trade and fiscal policies, that vast number of workers and employees will be thrown into the streets with their families. So far as I know, nearly 100 Central Government offices have become redundant, rendering a large number of employees surplus. What will be their fate? Madam, it is understood that the Textile Minister has already taken a decision to withdraw the support measure in regard to the use of jute bags with effect from 1st of April, 1992. That will be a further blow a death-knell to the jute industry and to the workers also. According to the IMF prescription, many more measures are yet to come. The natural conclusion would be more sickness, more closures, more unemployment and more misery. You cannot deny it. It has been stated in the Resolution "that a social security mechanism will be created to protect the interest of the workers likely to be

affected." This is pure and simple demagoguery. You will have to tell the House as to what is that mechanism. I would request you not to try to deceive those who toil, but for whose untiring labour and boundless sacrifices the growth in production and wealth which you often been boast of could not have been achieved. So, don't try to deceive them.

The process of disaster has already begun in a very big way with steep hike in prices. You started with mortgaging our reserved gold in a clandestine manner and now you have stepped into the market to sell the public enterprises. Whether true or not, it has appeared in the Press that the Haldia Fertilizer Company is going to be sold at a price of one crore of rupees only. It is simply horrible. Leaving aside everything — the machineries, the building, the land, etc.— only the furniture lying there will cost more than one crore of rupees!

I would like to know from where the Central Government has derived the selling authority of public sector enterprises. Is there any law? If so, where is the law? If some chairs, tables, fans, etc. of any Central Government office are to be sold, some procedures are required to be followed. But in the case of public sector enterprises there is no such necessity nothing is required. This is a very dangerous situation.

The Government have cunningly tried to sell an idea of compulsion. They want us and our countrymen to accept that there is no other option which is softer. But how have they come to this conclusion? Excepting the IMF and the World bank people, you did not consult anybody; not even the trade unions who are fairly conversant with the affairs of the industrial world. You did not discuss it even with the INTUC before formulating this Resolution. The dictation of the IMF and the counsel of the pro-IMF bureaucrats cannot be the last word.

Some of the measures which need immediate attention are; to put a stop to closures and retrenchment, disciplining of capital, penal measures against those

who are responsible for rendering industrial units, sick, workers' participation in management and if necessary handing over the concern to the workers with adequate credit, stoppage of indiscriminate imports of capital goods and technology for luxury goods production, giving priority in importing technology in vital sectors in which modernisation is essential, etc., and above all to halt privatisation in vital sectors of economy and to continue the public sector in all the key strategic industries with elimination of the real causes of inefficiency and bureaucratic management.

At the same time it is high time that measures are also undertaken immediately to expand the internal market instead of frantically trying for market abroad. That can be done by increasing the purchasing power of the vast multitudes of rural and urban masses by removing of all obstacles in the way of thriving the small scale and cottage industries, adopting employment guarantee schemes etc. and above all effective land reforms by plugging the loopholes in existing ceiling laws and distributing all land above ceiling and other surplus land to the landless.

But it is a matter of deep regret that you are carefully avoiding the question of land reform all through. There is not even a mention of this in your policy resolution or in the Budget or anywhere else. But that is the only way to come out of the present crisis and to ensure industrial and social progress of our country. You should keep it in mind that despite your best efforts, the advanced capitalist countries will not allow India to enter into their market in real terms.

To conclude, I would like to say that if you don't halt and retrace from the IMF dictated path and thus compromise our economic sovereignty, the anti-imperialist content of our non-aligned foreign policy will be eroded. The experience and the lesson of the present day world is that if economic sovereignty goes, the political sovereignty is bound to be endangered. In that case I tell you the patriotic people of this country in general and the working

class in particular will not be silent spectators.

With these words, I oppose the new industrial policy resolution and the demands for grants.

SHRI A. CHARLES (Trivandrum):
Madam Chairperson, I stand to support the Demands for Grants of the Ministry of Industry for the year 1991-92.

I was listening to the speeches of the two previous speakers—one from the BJP and another from the Left Front. Two extreme views have been expressed here. But there is one area where both agree. It is very unfortunate that they have certain jargons—Nehruvian socialism, Nehru Family, the Gandhi dominated rule for the past forty years. Except on that one point, both of them have differed in all the other policy and other matters.

It is very easy to say about some jargons of capitalism, socialism, feudalism, social justice and economic justice. Only these are jargons and nobody knows what they are. One professor of Law was teaching the students. The question of social justice came. He said that social justice has been explained by the learned Professor Salmond: Justice is like a bread in a besieged city so that an equitable distribution is necessary. So, this is the real justice, according to the learned author. But the professor, who was teaching his students, said: This is not real justice. According to him, justice should be like a perennial stream so that whosoever is having his cup, shall have to the full.

I mentioned this example just to explain the views even on social justice. So, how can we have a common view on these jargons?

I have been closely listening to our friend, Mr. Ajoy Mukhopadhyay, who just spoke. He was complaining that we are now following the BJP path and we are now going towards the right. I may ask the honourable friend that during the Eighth Lok Sabha, there were only two Members from the BJP. I would plead with the honourable Members on the Left Front to search their hearts. How has the

number come to the present strength? But we have to accept the verdict because it is the verdict of the people. But do not accuse us that we are responsible for the present tragedy that is happening in the country.

I may say that all the progress that we see in India today is only after the Independence and is the result of unstinted labour of the Congress Party during the last 40 years. The country became independent in 1947. We were not able to manufacture even a pin at that time. Now we are in the industrial arena of the whole world.

It is true that we have problems. Our problems vary. One friend has been talking about the poverty line. I may humbly submit that the poverty line has gone up. It is not the old poverty line. We had 34 crores of people in 1947. Now we are going to be 90 crore. We had to feed additional 50 crore in the last 40 years. So, in family planning, we have failed. It is not the responsibility of the Government alone. We have to educate the people.

The time at my disposal is limited. So, I am trying to limit myself to the industrial policy and the programme. One friend from the BJP was just telling that during the last one year nothing has happened, and that the whole industry has failed. I may draw his attention to page 5 of the Annual Report of the Ministry of Industry which says:

"The industrial sector showed an excellent performance in the Seventh Plan period. On the basis of index of industrial production compiled by the Central Statistical Organisation, the average rate of growth during the Seventh Plan period works out to 8.5 per cent. During the financial year 1990-91, figures available up to December, 1990, showed a growth of 8.9 per cent over the same period in 1989-90."

Even though drastic changes are now brought forward in the industrial policy, the fact remains that the Industrial Policy Resolution, 1956, is the very foundation of our industrial policy. Learning from

experience, to suit the needs of time, we have, time and again, implemented the various changes in our industrial policy during the last three decades. It was during the time of Mr. Rajiv Gandhi that major policy changes were effected in 1985-86. As a result of that, the industrial production has reached an all-time high. It is about 8.5 per cent during the Seventh Plan period.

Today, the nation is facing a serious financial crisis.

The only way to end this crisis and to solve the twin problem of poverty and unemployment is to push our country into the world market and enable it to grow as part of the world economy, as envisaged in the present Policy Resolution. Madam, if we view the situation in this background, even the critics of the present Policy would admit that the changes now envisaged in the new Industrial Policy Resolution is a big step forward and is in the right direction.

Madam, the changes which are needed in this area are (i) less control (ii) less wasteful Government expenditure (iii) less inflation and (iv) more employment opportunities for the poor and adequate safety net for the poor and other weaker sections. We have to examine how far the above objectives would be achieved if we honestly implement the new Industrial Policy Resolution and the various procedural changes contemplated therein.

A lot of criticism has been levelled against the public sector enterprises. Madam, I am also not happy with the performance of the public sector undertakings. I would like to quote from paragraph 12 of the present Policy Resolution:

"The result is that many of the public sector enterprises have become a burden rather than being an asset to the Government. the original concept of the public sector has also undergone considerable dilution. The most striking example is the take-over of the sick units from the private sector. This category of public sector units accounts to almost one-third of the

total loss of central public sector enterprises."

May I ask the hon. Member, who now questioned the slight change in the approach of the public sector, as to whether or not he approves the taking over of the sick units and continuing them in the public sector and thereby resulting a loss of many crores of rupees to the exchequer, which is the hard earned money of millions of people of our country?

Modernisation alone has been supported by one of my friends. I may bring to the notice of this august House, through you Madam, the experience I had of a textile mill in Calcutta, when I was there alongwith a Parliamentary Committee. We visited huge textile mills. If my memory is correct, during the Seventh Plan period alone, about Rs. 7500 crores were spent for modernisation of textile mills. And I may humbly submit that the whole amount has been wasted because the sickness of the textile mills and its reasons were not properly diagnosed. There were several reasons for their sickness. Modernisation is one of the requirements. So, without identifying all the reasons and without rectifying other problems, crores and crores have been spent for modernisation. As a result, we have come to a state where problems have increased. Wherever there is modernisation, excess staff becomes the problem. So, we have to be very very careful in criticising our policy. I strongly feel that the performance of the public sector undertakings is far from satisfactory. A very alarming picture is given in page 7 of their report. 189 enterprises in respect of whom provisional data had been received, had a net profit of Rs. 2730 crores. Madam, there are 234 public sector undertakings and according to their report, a provisional figure for 1990-91 has been received only in respect of 189 public sector undertakings. The figures are said to be provisional only. It may be due to delay in Audit Report. But I do not question that part. What I want to know is that what happened to the cases of 45

public sector undertakings. Even their accounts have not been presented. We are not even aware of what is happening there. If this is the performance of the public sector undertakings, then we have to be careful in dealing with them. I am happy that the present Minister has taken some steps in this regard. The other day, there was a news item that the exercise has started and the performance of the public sector undertakings is being studied.

But I request that there should be a time bound programme before which the study of the entire public sector undertakings should be completed and wherever we see that some of them cannot be made viable, they should be closed down and wherever we see that there is a possibility of making them viable, we can bring them up. Such Undertakings can be increased.

In a very limited time I would again draw your attention to Page 9 of the Report. there are two categories.

Firstly, 12 enterprises have shown an increase in profitability or decrease in loss. There is another category also. Even in that category, in 1989-90, the South-Eastern Coalfields have suffered a loss of Rs. 32 crores and this year, the loss is not there. But the Engineering India Limited have suffered a loss of Rs. 104 crores in 1989-90 and this year, the loss is Rs. 51 crores. The Cement Corporation of India have suffered a loss of Rs. 62 crores in 1989-90 and this year, the loss is Rs. 32 crores.

The second category is alarming. The Hindustan Fertilizers Corporation have suffered a loss of Rs. 169 crores in 1989-90 and this year, the loss has increased to Rs. 228 crores. The Fertilizers Corporation of India have suffered a loss of Rs. 146 crores in 1989-90 and this year, the loss has increased to Rs. 170 crores. So, the loss suffered by the Fertilizers Corporation of India is very alarming. A lot of criticisms have been levelled for withdrawing subsidy which was given to the fertilisers. Madam, I plead that whatever subsidy is given to the fertilizers should not go to such public sector undertakings which

are not accountable to anybody, which are being mis-managed and which are not working properly. Whatever subsidy is given, should directly go to the poor farmers and I support that policy with all the strength at my command.

Coming to delicensing, I support the proposals for delicensing. It is because, in my opinion, it was another area where even the small entrepreneurs and big business houses were finding some problems. But I would humbly point out one particular area where delicensing has not been effected and that is the car industry.

Annexure-II contains a list of industries for which licenses are required. The car industry is still there. In 1987, all the Members of Parliament from Kerala had given a representation to the then prime Minister Shri Rajiv Gandhi that the small car project proposed to be set up in that State may be given licence. That was an 800 cc diesel car project. Then Shri Rajiv Gandhi wrote to us on May 1, 1987:

"I have seen the communication of 28th April, 1987 sent by you and other MPs from Kerala on locating a passenger car unit in Kerala. The matter has been referred to the Ministry of Industry."

From 1987 onwards, it is pending there. In spite of the fact that the liberalisation has come I do not know why this major sector is being retained under Annexure-II, that is, on which the licence is required. I may be excused if somebody says that it is only to protect the interest of present car manufacturing units. We know that there are only three or four units in the country, the Maruti Udyog Limited, the Ambassador, the Premier and the Sipanis.

Madam, in order to protect the four existing units, they have been very cruel to the customers. Sipanis is a private undertaking and having no accountability to anybody. Crores of rupees have been received from the customers for booking the cars. They were promised that Sipani engines will be fitted in the Montana cars. But the engine that was fitted in the car was Jaya Engine which was manufactured in Coimbatore. And now

none of the cars are in running condition. so, they have been cheated like anything. So, the private sector should also be made accountable either to the Government or to the people.

Therefore, I plead that this may be re-examined and in view of the changes that you have made now, you may consider delicensing of the car industry.

There is a proposal to start a few Growth Centres. I am glad that the Growth Centres are being started in about 70 Centres. From the Report, I understand that you are going to start two such Growth Centres in Kerala also. I have a basic objection to this proposal. It is not the question of where it is located but this is again another area where we are going to start a new venture. The promise is that, under this scheme, the Growth Centres would be endowed with the best of infrastructural facilities for assisting especially, the small and medium industries. This scheme may perhaps help the growth of industries in areas where infrastructural and other facilities are totally absent. but in a State like Kerala, this may not yield the desired result. because, there are thousands of units all over Kerala which are sick. The infrastructural facilities are there. The causes of sickness have been studied. There are many reasons, like lack of raw materials, shortage of power, marketing and no proper financing and so on. But at least, in 30 per cent of the cases, the only problem is lack of sufficient funds.

Funds are not being given at a proper time. So, if we are able to identify the units which have become sick due to lack of proper financing and so on and if this money is spent on those units, in three months' time, you would be able to achieve the desired result. I may, in all humility, sound a word of caution. If you go and proceed with setting up of these Growth Centres, by the time you are able to acquire land, and provide a few sheds the whole money will be exhausted and there will be no resource, no industry and no return for the money that you have already spent. I am telling you this, based on my experience in Kerala.

Lastly, I am coming to a most important area and that is the small industries sector. I am basically interested in this. The small scale industries sector is facing a lot of problem now. The majority of such industries are sick. I would like to draw your attention to page 7 of the Report regarding sickness in the small scale sector. Madam, this is simply alarming. As per the latest information available, there are a total of 25,32,055 borrowing units in the accessory sector accounting for a total credit of about Rs. 12 crores. Out of this 240573 lakh units representing 9.5 per cent of total are identified as sick units with outstanding bank credit of Rs. 2141 crores they have also made a major study of the total number of sick units i.e., 2,37,113 and out of that 13033 units were found to be viable. Out of that, only 7788 units have been put under nursing programme.

So, my point is when about 25,000 lakh units are sick, the existing nursing programme came to the rescue of only 7788 units. All the other units are left out.

The BIFR looks after the interest of the sick units. But the statistics shows that only 1 per cent of the total units comes under the purview of the BIFR. 99 per cent are left out. The Small Industries Development Bank has now been started. I would request that this Bank may be given the charge of caring for the sick units. In your Policy, it is stated that monitoring will be done through the nationalised banks. If you continue to keep the sick units with the nationalised banks, I feel that will be the end of the whole industry. I say this because the nationalised banks are not very happy about the small units. Wherever there is a collateral security, penal interests are charged which involves huge amounts of money. This makes the whole units sick and it would not be possible to revive those industries.

I would make a few suggestions to make the tiny and small sectors more viable. Interest rate for term loan and working capital loan should not be more than 4 per cent and these units should permanently be exempted from excise

duty and sales tax as in the case of Khadi and Village Industries. I also suggest that sales rebate system may be introduced. As far as possible, collateral security for loans may not be insisted upon for tiny units. Penal rates of interest for all the sick tiny units should invariably be written off. Applications for loans for tiny units should be disposed of within the shortest time possible, at the latest within three months. Tiny units may also be exempted from cumbersome labour laws and other laws under the Factories Act, etc. I also suggest that Government Departments, Government-controlled and semi-government establishments may be asked to purchase their required items only from the tiny sector, provided those items are produced in the tiny sector. This suggestion, if implemented, will ensure that there would not be any problem with regard to marketing. The tiny units may be given electricity at a subsidised rate.

As the loan under the single window scheme has been enhanced from Rs. 5 lakhs to Rs. 20 lakhs, the National Equity Fund should also be increased to 20 lakhs. The amount of assistance should be 15 per cent without a ceiling.

In the case of revival of sick tiny and small scale units, single window scheme may be extended. The financial institutions which grant the term loan should sanction the working capital and the National Equity Fund for the revival of tiny and small scale units.

The Special Monitoring Agency spelt out in the Policy should have powers to monitor, review and recommend all the industrial and financial activities under its specified area. The agency should be a statutory one. It should recommend action against erring officials and it should be implemented by the concerned heads of Banks and other establishment.

I also suggest that larger units of Government should have equity participation in small units. In that case, they will be able to make the small units more viable. Small scale Industries Development Bank of India should approve schemes for marketing from industrial organisations. They should

finance the Industrial Cooperative Societies and other marketing organisations directly.

In every State, small industries used to get central investment subsidy. If my memory is correct, unfortunately it was stopped suddenly in September 1980.

Kerala alone had to get about Rs. 11 crores even before 1988. The subsidy was a blessing for the small sector. I would request the Minister that small industries may be helped by paying that subsidy.

The Policy Statement in respect of the small industries has promised a package. I was just trying to find out what exactly was in that package.

I was invited for a lunch. I had a diet problem. I asked my friend about the menu. He said, it will be very symptuous one. You know one cannot take salt because of some disease; one cannot take sugar because of some other disease and so on. So, I was searching the package given by hon. Minister who is my friend. So, the package is full of promises. I would request the hon. Minister that whatever I have suggested as a new programme may be put in that package. If that package is given to us, I am sure, we will be able to meet the problem; we will be able to revive the sick industry.

Small industries constitute about 40 per cent of our production and 60 per cent of the employment potential of this country. That is a vital sector of the nation. I would plead that, in view of the broad changes, the small sector should not be affected; they should be protected; they should be nursed, especially the sick industries may be revived.

With these words, I support the Demands for Grants under the control of the Ministry of Industry and the Policy Statement placed before the House.

SHRI CHANDRA JEET YADAV (Azamgarh): Mr. Chairman, I think this has been accepted from all sides that our country is passing through a serious economic crisis. One may agree with it; one may disagree with the measures

being taken by the Government. But I must say that the Government has come out this time with a very clear mind to meet the situation in its own way.

Before the presentation of the Budget, they came out with a new Industrial Policy; they came out with a new Export & Import Policy; they came out with a new policy for the small scale, cottage industry and the tiny industry. Also in the Budget, in their own way, they tried to mobilise internal resources. At a time when our country is facing serious challenges and serious problems, one has to be clear in one's mind. But I have a feeling that the Government is very much influenced by today's world trends. What are the world trends today? Today, Capitalism has succeeded; international capitalism, multinational corporations, capitalistic countries have succeeded in creating an international atmosphere as if the future belongs to capitalism.

Socialism has gone; the word 'socialism' is the word of the past. My friend from BJP was saying that it is dead. I think he will be highly disappointed. Socialism is not dead. The contribution of socialism in today's world is great. Even capitalism has accepted many things from socialism. There was a time when capitalism was an exploitative instrument, a powerful kind of instrument. Even today it continues to be. But now they pay greater attention to the workers' condition. Some of them, in their own way, are trying to involve workers and achieve workers' participation in the management. Even in a country like Germany and a country like Japan they treat a factory like a family. A worker when he joins an industry, he goes with an intention of remaining there for the whole of his life. When a worker leaves one factory and goes to another for greater salaries and benefits, they treat him almost as an outcast, because they feel that he has given up one family. The factories also try to take care of them.

Are we learning from them? I am sorry to say that even after 42 years we have not been able to work out a scheme for workers' participation in the management, though this time there

seems to be an idea. Let us not allow it to remain as an idea. Unless and until we achieve workers' participation in the management, and when I say this it is from shop floor to the top management. Not only that; you give participation to the top management and above at every level, unless they have a sense of involvement and a sense of participation, unless care is taken to achieve that, and they also become, really speaking, the sharers and shareholders, whether it is public sector or private sector, we cannot have their participation. Even the private sector will not be able to do it if they do not pay enough necessary attention to the workers' problems.

Therefore, I am saying that it is high time — no doubt about that—that we do it. It will be a foolish thing to say that we completely ignore it or close our eyes to what is happening at the global level. Today, the introduction of science and technology, and I will go a step further to say that more than science and technology the contribution of the human being, the human factor is the most modern management factor and management has become a very big issue today. It is a kind of new capital; human being is a capital and most of the modern countries and industries are paying greater attention to this human factor. We have not been able to pay enough attention to that. Our workers' condition has been a lamenting one. We have ignored them. We have not tried to develop their skill. We have very little facilities, whether it is public sector or private sector, where we can guide them, we can counsel them and we can develop them. Therefore, I say that one sector which has been very weak in Indian industry is this. We have not given enough attention to it. We did not stress for the development of new entrepreneurship.

Why did we fail in the backward areas? There was no lack of intention. The Government did make policies, that we would go to the backward areas. Many concessions and incentives were given to go to the backward areas. But the schemes totally failed. Why did they

fail in most of the States? I will not say that they failed in every State. It succeeded to some extent in Maharashtra, and to some extent in Gujarat. But it failed almost in the whole of North India, for example in Uttar Pradesh, Bihar, Madhya Pradesh and in Rajasthan. In these areas where the majority of our population lives, it failed.

There were several factors responsible for this. One factor was the lack of necessary infrastructure. In most of these areas you will find that the transport and communications system is still worse.

For example, Madam, in my area—I hail from Eastern U.P.— has a very high density of population per kilometre, which is higher than the national average.

But even today we suffer due to lack of broad gauge railway, and lack of roads. Eighty per cent of our villages and towns do not have *pucca* or metal roads. Communication facility is not there. Telephone facilities are not there. Who will go there? If they do not get proper transport and communication facilities, they immediately face the lack of infrastructure. Therefore, I will say that one area where the Government should concentrate is this. They must identify backward regions and a very special scheme according to the necessities, environment availability of talents and other factors should be drawn up and they should pay greater attention to the backward regions, whether those regions are North Eastern Region, hilly region or even plains like Eastern U.P. region—I am mentioning just one example—and many regions.

Therefore, I demand that the Planning Commission, in consultation with the State Governments, should try to set up Development Board for the backward areas. That should be one of the major priorities. And to develop those backward areas, they should have proper training centres for the young people. Their stress should be to develop talents and also to provide necessary facilities, guidance, counselling, identification of certain industries for those areas and credit facilities.

You have gone for delicensing. I do not fight with that. All right, if you feel that that is going to help you, do that. But never forget that we have made a solemn pledge in the Preamble of our Constitution that we will not allow the concentration of wealth in few hands in this country.

Pandit Jawaharlal Nehru's slogan was not a mere slogan. It was an objective, growth with social justice. Till the Second Five Year Plan, the objective was 'growth with social justice'. I am sorry to say that after the Second Five Year Plan, even the word 'social justice' was forgotten. There was no question of achieving that goal. Even that word was forgotten for the last three, four years. At least give some credit to Janata Dal that the social justice has become a popular objective today.

We ignored 80 per cent of our population, who remain poor, who remain below the poverty line. Fifty-five per cent of our population have income of only Rs. 400 per month. And after devaluation of rupee, that Rs.400 per month has come down to Rs. 325 per month. So, 55 per cent of our population has monthly income of Rs. 325 today. Are we not going to raise their standard of living? Are we not going to give them a share in the national growth? If we fail to do that, then we are inviting a serious trouble. We are already in for a political instability. Therefore, unless you make a collective effort for understanding, a sense of accommodation, effort for national consensus, effort for taking all sections of people together, I think, we will not be able to meet this situation.

In 1991 we are having economic crisis. What is the situation? In the performance of the infrastructure sectors, there will be a shortfall of five per cent. There will be the five per cent short fall—in totality, in coal, in railway performance, in steel, in crude oil... (Interruptions)

SHRI MURALI DEORA (Bombay South): In cement.

SHRI CHANDRA JEET YADAV: Cement is also fitting up with that. In these four or five important sectors of our economy, there is a danger of five per cent shortfall

in 1990-91. If you do not take care of that shortfall, then we are going to confront with a serious problem.

What had been our problem in these years?

17.00 hrs.

Our main problems have been—high cost of our production where we cannot compete with the world production, lower quality of our goods produced in our country which we globally cannot compete with others, inefficiency both in public as well as private sectors. Out of 2400 public sector undertakings only 42 public sector undertakings were free from loan. Over 90 per cent of our public sector undertakings were heavily indebted because of inefficiency, high cost and also several other things.

I have a very serious fear that from the present industrial policy, now a climate has been created in the country as if the public sector is the root cause of our entire failure, as if public sector has become untouchable, as if the establishment of the public sector was a crime. This anti-Public sector climate created by the new industrial policy and the last budget presented in the House is a dangerous warning. Please do not forget that in this country the private sector was not ready to come in steel, heavy industry, oil exploration and even in pharmaceutical industry. I remember, when there was a war between India and Pakistan and India and China, Pandit Jawaharlal Nehru wanted to have some antibiotic industries in our country because we knew that opponents of India might take advantage of the situation and might not supply the necessary drugs to our Army. At that time, no private sector company was daring to come forward. We were not very happy to establish public sector companies in these areas, but we were compelled because we wanted to develop our industries. We had the policy of self-reliance and we did not want to become a dependent economy on others. Therefore, we went in this core public sector. Now without at least appreciating the contribution of the public sector if we become a party to create an

atmosphere of antipublic sector it will be very dangerous. You may give up the objective of commanding heights of the public sector but public sector is going to remain in this country because its contribution will always be there. Therefore, I request the Government to remove this climate of anti-public sector which has been created in the country. Knowingly or unknowingly the Government policies have become a party to create an anti-public sector atmosphere.

17.03 hrs.

[SHRI P.M. SAYEED in the Chair]

I do not object to a new policy. In a dynamic society or world every five or ten years we must review our policies. But it should not be done in haste. My impression is that you have gone very hastily and that is why this atmosphere has been created that everything is now open. I am sorry to say that our Finance Minister—he is an expert.....
(Interruptions)

AN HON. MEMBER: A former socialist.

SHRI CHANDRA JEET YADAV: That I do not know.

SHRI MURLI DEORA: Like you, he is a former socialist.

SHRI CHANDRA JEET YADAV: I am still a socialist; I am not a former socialist.

MR. CHAIRMAN: Like me.

SHRI CHANDRA JEET YADAV: I am saying that the Finance Minister did not understand properly the aspirations of the people, the political implications which can happen. Even the Congress Party has to assert and has to correct certain mistakes which the Finance Minister committed really speaking, in a situation when at least we have become self-reliant in food, when our *kisans*, our peasants have made valuable contributions to our economy, when there is a drought situation, when there is a flood situation, by withdrawing the subsidies from the fertilisers and creating a situation of black-marketing. I am straightaway coming from my constituency. Day before yesterday I was in my constituency. From every part of

my constituency and district, one single opinion was that black-marketing in fertiliser is prevailing everywhere. Prices of fertilisers have gone up by Rs. forty to Rs. sixty per bag. Why did we do that? Because the Finance Minister did not have that understanding. This new policy which discriminates between the small and the marginal farmers is impractical. The double price policy is impractical and is not working. I must tell you. It is creating corruption, black-marketing and, above all, hardship to our peasantry. Therefore, kindly consider this.

Other areas where we must concentrate are two special sectors of our industrial development. One is agro-industrial sector. Kindly pay greater attention to agro-industrial sector and encourage investment up to Rs. two crores so that people can come and invest. Also give them necessary facilities like training, counselling, identification of items and credit facilities. You may delicense but if a poor person or a young entrepreneur goes to a bank, how much hardship he has to face? He has to run from pillar to post. He has to waste his time. He has to pay money. Half of his money is given in bribe. Corruption is rampant. It has gone to banks also. I am also responsible. I did play a role in the nationalisation of banks in this country and I am proud of it that we did play a role and the banks were nationalised. Because of that the banks have gone to the villages also, to the rural areas also. A large section of our poor people are beneficiaries of the nationalised banks. But the corruption has crept in the last ten years or so. In the beginning it was not there. But in the last ten years, I think the whole atmosphere has become like that and corruption is prevailing on a large scale. Therefore, I say that credit facilities should be provided at certain concessional rate.

Another sector is engineering goods sector. India has a great possibility for exporting engineering goods. The engineering sector has been neglected. We have paid much greater attention to chemical and other industries with high investment but we have neglected the engineering sector which has much

greater possibility of employment also. What is the position today? Five crore young educated men and women are unemployed, and if you add the number of uneducated unemployed also, it becomes fifteen crores. This is a serious matter, a serious challenge to our system. Unless and until we pay greater attention to job-oriented industries, to the industries which can generate greater amount of employment, we will be facing a serious crisis and here the role of small scale industry, the cottage industry and what you call the tiny industry is more important.

India is a great country with a great skill. We have traditional skill. Our people have inherited skills from generation to generation. In today's world there is a great possibility that we can make it a great continuation by these small, cottage and tiny industries.

I was just now consulting Shri Salman Khurshid, Deputy Minister of Commerce. He says that the contribution of our small industries in our export is about 25 per cent. It is not a small thing that the contribution of small scale industries and cottage industries all put together is 25 per cent, in our export. That can become much higher. Our qualities are good. Indian designs are excellent. You will not find any country where so excellent designs which India gives, can be found.

What is the position of our weavers today? Weavers constitute a very important percentage of our population. Today they are one of the most sufferer sections of our society because the price of thread is increasing. Their products are not being sold because of economic distress. There are middlemen who are still exploiting them. The introduction of new technology in those sectors is minimum. Therefore, please upgrade the technology in the small scale sector and the cottage industries so that they may make a greater contribution to our economy.

I do not want to take much time of the House because some other Members of my party also have to speak. I will give some suggestions. I think that we should

pay greater attention for the development of backward regions and we should see that necessary infrastructures are provided in those areas with an objective that they can also develop along with the rest of the country and also the people's standard of life goes up and the removal of poverty and unemployment, which is our objective, should be possible.

[Translation]

MR. CHAIRMAN: I am disturbing You. Your party has been allotted only 49 minutes out of which you alone have taken 47 minutes. Please conclude.

[English]

SHRI CHANDRA JEET YADAV: Anyhow, I will finish in two minutes and then you can give some concession. I will then demand that for the eastern Uttar Pradesh—in which area my own district of Azamgarh and other districts like Gazipur and Ballia fall—kindly consider the establishment of a development board.

When my dear friend, Shri D. P. Dhar was the Planning Minister, he went to my district and when he saw the condition there, tears came from his eyes particularly when he was visiting some of the primary schools where sick children were studying, not in one school but many schools. This region has made a valuable contribution in our freedom struggle. But it still remains very backward. When one Member from Gazipur shed tears in the Lok Sabha, the then Prime Minister Pt. Jawaharlal Nehru established Patel Commission and that Commission gave certain recommendations. But after that the area is neglected. Even the work of railway line from Shahganj to Ballia via Mhow, meter gauge line, still remains. I hope that the Government will pay greater attention at least for the development of that area.

Sir, the second thing I would say is that national effort should be made to stress for the development of new entrepreneurship so that more young people could come in the industry. They just cannot go and seek jobs only and they cannot also remain on the land; the burden on land is still increasing.

Greater attention should be given to those small scale and cottage industries which remain to be neglected. For example, there are handlooms, powerlooms and some industries like that. Greater attention should be given to them.

AN HON. MEMBER: Subsidy

SHRI CHANDRA JEET YADAV: When I say 'attention', it means subsidy, protection and reservation. Sir, you will be surprised to know what these big houses are doing. For example, in regard to Bata the shoes are made by the poor shoe-makers in the village or a small town. The Bata people will purchase them, put their stamp and brand name on them and sell them 4-5 times more than the cost price and the poor fellow, the shoe-maker, gets not even the minimum for his food and other needs. It is also happening in all the spare parts industries and so many other industries. What is the need for the multinational corporations to come into the tooth paste industry or soap industry or tooth brush industry. Likewise, in so many industries which should have been reserved and protected for the small scale and cottage industries, now the multinational corporations are coming, and they will come in a big way. I hope the situation will improve; I do not know whether the situation is like that or not, that is also understandable because unless there is political stability, nobody will come. Multinationals will come only for their profit. We should always keep in mind that they are not coming to help us, they are not coming to do social service, they are not coming to keep India as a self-reliant and modern society. There is a feeling that is being created that we will become a modern India, a modern society with very advanced and high technology if we open up to them. But they are the sharks in the industrial world, they go where they get something to eat. They can swallow, and there is a fear that even our indigenous national industries may also suffer. Today they may be very happy that all the technologies are coming. But we had always taken care of the fact that if our

national capitalism develops on our soil there would have been excellent people in our country, in our industrial sector, who have talents, who have helped and contributed in the economic growth of our country. But there is a fear also in our minds that that danger is there. Please take care of this danger. (Interruptions).

With these words, I hope that the Government will take necessary steps to implement it. [Interruptions]

[Translation]

SHRI DAU DAYAL JOSHI (Kota): Mr. Chairman, Sir, through you, I would like to say that I had listened to Shri Chandra Jeet Yadav seven years ago also. There is no difference between what he said while he was in the Congress and what he is saying today. Is this not a cry in the wilderness?

SHRI CHANDRA JEET YADAV: Sir, no change has come to my thoughts. Even when I was in Congress my thoughts were socialistic and progressive which are same today. (Interruptions)

SHRI DAU DAYAL JOSHI: Is it a cry in wilderness? (Interruptions)

SHRI CHANDRA JEET YADAV: No, it is not a cry in wilderness, it is the course to be followed in future and it is beyond your understanding.

[English]

MR. CHAIRMAN: Shri Praful Patel.

SHRI YAIMA SINGH YUMNAM (Inner Manipur): Sir, I have given my name. (Interruptions).

MR. CHAIRMAN: Yes, your name is there. But you will speak when you get your chance, not now.

SHRI PRAFUL PATEL (Bhandara): Mr. Chairman, Sir, I am glad to have this opportunity to participate in the debate on the Demands for Grants relating to the Ministry of Industry and I support these Demands for Grants. I would also like to avail of this opportunity to place before the House, through you, certain views which I feel, will strengthen the overall balanced industrial growth of our country.

Sir, it is for the first time after independence that the Government has

come out with a very bold industrial initiative. In the Industrial Policy Resolutions framed by our first Prime Minister Late Shri Jawaharlal Nehru in 1948 and 1956, there was an emphasis for a mixed economy which would follow the principles of socialism and social justice to the deprived and downtrodden people of this country as well as giving an impetus to the free market economy and an incentive to the entrepreneurial talent available in this country. In the initial years, especially soon after independence, there was a shortage of private capital, particularly for large projects and that was one of the major reasons why, for the public sector the Government chose to go in for the core industry. The industries like steel, energy, mines, cement and other such kind of industries were promoted through the public sector. Over the years, our public sector investment has gone up to over Rs. 1,30,000 crores. We have also seen the results of the public sector. There is no question of going back on our commitment to the public sector, because it definitely forms the backbone of Indian industry. At the same time, we must also see that the Indian Industry rises to the expectations of the new world order as well as for the upliftment of the poor and the weaker sections of the society, as also to provide new opportunities of employment to the people in the far and remote rural areas of our country. The public sector has achieved commendable results over the years. But, at the same time, in certain areas the public sector has failed miserably. It must be an eye-opener to us that public money cannot be wasted. We are accountable to the people and we must rise to their expectations. Our country, today, as was pointed out by the hon. Finance Minister as well as the hon. Prime Minister, is facing the worst economic crisis since independence and therefore, we have to be very particular as to how we manage our economy and as to how we manage our limited resources available. The public sector has mounting losses in a variety of industries.

I cannot understand why valuable and precious public money should be used

for the rental of cars, and in the manufacturing of bread or running of restaurants or for running a travel agency. All these are areas where we have invested our public money and they can be easily taken up without much difficulty or without any kind of problems by other people. We should try to disinvest ourselves of that responsibility. We should try and give opportunity to those entrepreneurs who could be gainfully employed by way of such kind of disinvestment. Unless we provide for a much faster rate of growth, we will not be in any way near our objective of providing greater employment to the unemployed of this country. We are already talking of 15 to 17 million jobs to be created every year. I would say that this is over and above the number of unemployed, the many crores of unemployed youth and people already in this country. Therefore, we will have to create an environment where we can match the demand and supply as far as employment goes. It is unfortunate that over the years that have passed by, the number of unemployed has grown and with the increase in the population from almost 35 crores to around 85 crores, as it stands today, the number of unemployed is beyond comprehension. I am also sure that the Government also would not be having the exact figures. Through various schemes, the Government has tried to promote employment through vocational guidance and certain schemes of the Government but, at the same time, this figure needs much to be improved.

As far as the public sector is concerned, we can look at an industry like steel. We are investing a lot of money in this core area. We have also been importing a lot of steel products from overseas to meet our specific requirements. I would just like to name a company, for example, Tata Steel.

For 15 years, a company like Tata Steel with a proven track record has been waiting for a clearance, for expending their capacity by over a million tonnes whereas our imports annually in steel sector alone were about two to

three million tonnes and our precious iron-ore is being exported to countries like Japan and Taiwan. They are manufacturing the steel products, converting the iron-ore into steel, making products and exporting it back to countries in the third world or to developed countries. We might also be indirectly one of the countries which are importing products made out of our own iron-ore.

We should look into this kind of things for the specific reason. The steel industry in this country, also in the public sector can continue. Nobody is trying to let the public sector go astray or disinvest in that area. But in a new capacity which is being added, there are many companies world-wide, which can do this activity. There are so many companies even in this country like the Tata Steel who can be given an opportunity to expand their capacity, to set up new projects which will in the end analysis give us additional jobs more weightage to our industry as well as save our previous foreign exchange.

Regarding the Automobile Sector, I have to say that we still need—even in the new Industrial Policy—a licence to manufacture cars or any automobile variations. The automobile industry in this country, I am sorry to say, is in a very very sorry state of affairs. Even our so-called show-piece model, the Maruti 1000 cc which is being produced by the Public Sector, which is the latest design, which is having the latest technology, is so consuming much fuel. I have had the opportunity of buying and owning one. The average fuel consumption of the Maruti 1000 cc is around 10 kms. per litre. We are talking of fuel efficiency. We are talking of trying to conserve our precious foreign exchange. We are talking of curbing the import of petroleum products which is in the region of Rs. 10,000 crores annually. The amount of petrol and petroleum products consumed by our two-wheelers and four-wheelers and their variations can be reduced. If fuel efficiency can be brought about in our automobile sector, I am sure, we can reduce our fuel bill or foreign exchange

outgo by at least Rs. 2000-3000 crores. Our Fiats, our Ambassadors, our Marutis, none of them is fuel efficient. Then, we have the added problem of pollution. Nowadays, our cities like Delhi, Bombay etc. are supposed to be having tremendous pollution problems...

(Interruptions) I would say that Maruti is a show-piece as far as the automobile industry is concerned. If this is the position, if this is the fate of a Maruti car, we can well imagine what would be the position vis-a-vis the others. Therefore, if new companies and new entrants are willing to come and try to improve upon the quality as well as the fuel conservation aspect, as far as the pollution aspect is concerned, I see no reason why such companies which are interested in entering this field should be prevented from entering or the licensing criterion should apply to them at all.

Sir, we are talking of the new Industrial Policy. The automobile industry is one of the major thrust areas anywhere in the world for any developing country. A country like the United States which has almost a third of our population may be less than that—produces annually approximately 8-9 million cars. In our country, the automobile industry, barring the two-wheelers, would not be producing more than 250,000 or 300,000 vehicles per year in toto. Now, the so-called the buoyant middle-class people are entering the field. They are in a position to buy cars or other vehicles because of the easy facilities of loan available to them through the banking system. This sector can therefore be encouraged. It will create more employment opportunities. It will generate new ancillary industries. Therefore, this area definitely needs consideration.

Now I come to the pharmaceutical industry. Although it is under a separate Ministry, I would like to highlight one fact. As far as this industry is concerned, no delicensing has been done. We have discussed this very morning in this House when an hon. Member had raised a question that there is tremendous shortage of drugs. There is shortage of drugs especially in the rural areas. This

is an industry which can be promoted, which can be of use to the millions and millions of our poor countrymen. Also, by way of increased capacity, it can generate more jobs. Why is this industry not being given the proper incentive for growth by way of delicensing? Even I would say, in the Defence sector, we are buying lot of products, lot of defence equipment from abroad. In this country, we have got enough defence potential. We have got enough factories which can manufacture arms, ammunition and varied defence products. There are so many small areas. I am not trying to say that we should go to sensitive areas. But there are so many defence products which can be produced here in the ancillary sector as well as in the small scale or in the private sector. It would be probably more cost effective and cost beneficial to the Defence Ministry. And since the Defence Ministry is such a secretive Ministry—because of so many considerations—we may not discuss this here. Definitely the Industry Ministry should also look into this aspect.

Power generation in this country is around 60,000 megawatt installed capacity. But if we are trying to talk of increasing our power generation capacity and if we are talking of the huge amounts of money required for additional capacity, I would just like to highlight one fact that if our plant load factor, which is currently below fifty per cent, could be improved by another ten to fifteen per cent without spending a single rupee or a naya paise, we would be having additional power generation capacity. I am sure the power generation factor can be looked into very closely by the Industry Ministry. There are so many Ministries involved in this like the Coal Ministry, Railway Ministry and so on. If there is proper coordination, our power generation capacity can be increased.

Even as far as ONGC and petroleum drilling and off-shore drilling is concerned, we are happy to state that we are doing very well, in terms of profitability. Probably that profitability can be further increased. Probably the true potential is not being tapped. As far as

ONGC is concerned, we have made that into a monopoly concern. Why don't we open this up? We may be able to increase our capacity as of now. We may be able to improve our cost efficiency as far as profitability is concerned.

As far as foreign investment is concerned, I would like to just state one thing. We have got 72 billion dollars of foreign debt whereas the total foreign investment in India, probably in the last 25 years has not exceeded two billion dollars. A country like Indonesia has probably an annual foreign investment of over a billion and a half dollars. We can try to mobilise more foreign investment by giving them the right incentive, we can simultaneously protect our industries. We can have reasonable safeguards. Shri Yadav was saying about the multinational corporations being a shark. Well, I have nothing to disagree with him on that. But we can have inherent safeguards in our system where we can definitely invite them and ask them to invest in our country and we can definitely reap the advantage out of it.

SHRI LOKANATH CHOUDHURY:
They are not so generous.

SHRI PRAFUL PATEL: They may not be generous. But we can definitely have some safeguards. We have given them 51 per cent equity participation under the new proposal. There is no reason why we cannot do that. (Interruptions)

SHRI PRAFUL PATEL: As far as agro industries are concerned, there is lot which can be done.

A big steel factory or a big industrial unit, when it has to be set up with an investment of say Rs. 250 or Rs. 300 crores, Rs. 30 or Rs. 40 crores comes by way of equity, and the balance is funded by way of loans—term loans—from the financial institutions. In Maharashtra, from where I come, one sugar factory need say about Rs. 10 crores by way of loans and other subsidies. Two or three crores of rupees comes in by way of share capital. One sugar factory has the employment potential to almost 1,000 people. Almost 10,000 farmers and their families are benefitted by setting up of a sugar factory. And also, indirect

advantages accrue to so many people; so many of our unemployed youth who take loans for buying tractors and trucks are benefitted when their trucks and tractors are engaged by the sugar factory. My contention is that the same Rs. 250 crores, which otherwise is given to that industrial units by way of loan, if given to say 25 sugar factories, the amount of employment as well as benefits that accrue to the farmers would reach thousands and lacs of people.

The last point which I would like to make is about the liberalisation in the new policy which has been announced. I would like to lay special emphasis on one aspect that is, now with the delicensing, an industry can be set up even 25 Kms away from a metropolitan city. There have been no incentives for the industrialists to set up a factory, say in a State like Arunachal Pradesh, from where our hon. Minister comes. There have been no incentives to the industrialists, to set up industries in any remote or rural area. With the result, our backward regions will definitely suffer a lot due to this new policy. I am not trying to take away anything from this new industrial policy. But I, sincerely request the hon. Minister to provide some kind of incentives over and above this, to set up industries in rural or backward areas, where otherwise, industrialisation would become difficult.

The communication system in this country should definitely has to be improved. We talk of bringing our country closer; we talk of national integration. But, today, the industrialist sitting in Delhi, if he has to set up a plant in Assam, he says oh! I have to go to Assam. Assam seems to be more distant than London. That is the concept and that is how our industrialists think because of the say state of affairs, as far as the infrastructure is concerned and as far as bringing the country closer is concerned. Shri Yadav, you have made that point.

As far as further industrialisation is concerned, especially bringing the backward and rural parts of the country closer towards industrialisation process, I

sincerely request that infrastructural facilities, communication—whether it may be rail, road, telephones, whatever may be the facilities—that are available today in this a modern country, should be made available. A country like U.S., succeeded in bringing industrialisation and balanced growth all over their country, because, as soon as the second world war ended, they laid special emphasis on developing viable infrastructure and that is the main reason why in a country like U.S., the people have been able to come closer.

With these words, I support the Demands for Grants for the Ministry of Industry.

[Translation]

SHRI MOHAN RAWLE (Bombay South Central): Mr. Chairman, Sir, paying homage to the beloved leader of India, Shri Rajiv Gandhi I would like to speak on the demands for grants of the Ministry of Industry. I would like to congratulate the Government for the Budget. In the present Budget they have maintained the trend of raising prices which has been continuing for the last 40 years since the days of Pt. Nehru. They have not broken this convention.

Mr. Chairman, Sir, this Government can give slogans only but do not know how to translate them into action. As one of the Members of the Congress also said that this Government only made laws but did not implement those laws. They are not acquainted with the plights and miseries of the poors, mazdoors and general public. That is why we are overburdened with the foreign debts of Rs. 90 thousands crores. This Government takes pride by taking foreign-loans and claims that they are running the country. They are happy and contented. This Government mislead the public. They are the responsible for the present crisis because of making unnecessary expenditure on luxurious items. Due to their wrong policies only a few people are availing these facilities. They are mercilessly extracting money from the poors in the form of taxes and price-hike.

Mr. Chairman, Sir, Members have delivered good speeches on Maruti

Industries Ltd. Some of the members of the ruling party have also stated about its bad condition. It was stated that one Maruti-1000 per 10 thousands persons is available in India but this Government has imported accessory items of rupees one thousand crores whereas we have got only Rs. 40 crores from export. It is a very shameful situation. This Government is misleading the public. They charge high fares from the poors who uncomfortably travel in buses and trains. Moreover, proposed Pepsi Industry is of no use for the poor. The Government has wasted crores of rupees so far on this industry as well as cosmetic and other industries. Thus the Government is putting burden indirectly on poor people. They have already hiked the price of Petrol and fares of Railways. With the result prices of 90 per cent things, including raw materials used in industries, have increased. They have stated that liberal policy has been formed to promote export. But through you, I would like to know from them as to how the small industrialists can compete in the international market by making quality goods. The Government should think over it.

Mr. Chairman, Sir, today we have to give four thousand crores foreign exchange to repay the foreign loan. But the Government is not ready to do any thing for the development of solar energy. They do not want to improve solar energy technology. By doing so we may save crores of rupees. I tell you that there is a place Mahabaleshwar in Maharashtra where electricity is produced by solar energy. So, I would like to insist upon the Government that we can save a lot by proper use of solar energy. This energy can be used in industries, canteens and homes. I request the Government to think about this. There is a huge number of doctors, engineers and scientists in India, yet we are far behind America and Russia.

We have a large number of Engineers in our country but unfortunately they do not want to become 'yes man' and that is why they go abroad. There is an Institute of Science at Bangalore where Scientists

are doing research on solar energy. But the Government have not given any encouragement and backing to these scientists and that is why good scientists have left the Institute. The Government should enquire into it and research work on solar energy should be given encouragement. I would like to request the Government that rural people should be encouraged to set up more and more agro-based industries. If it is done it would not only generate employment opportunities for the rural people but would also lead to all round development of the rural areas. Mr. Chairman, Sir, I would like to bring one thing to your notice that factory inspectors in rural areas go every now and then to small scale industries and harass them. There should be a fixed day for the inspection of these small scale industries and the Government should maintain strict vigil on them. There are Cooperative Bank in the country and particularly in Maharashtra which are meant for the benefit of the rural masses but under the existing policy of the Government, Reserve Bank of India issues licences to these Bank's after every five years. Therefore, I would like to request the Government that the present policy needs improvement. There is one year condition for these Banks, so with a view to encourage them, they should be allowed to open branches every year.

Mr. Chairman, Sir, with a view to eradicate unemployment prevailing in rural areas, I would like to submit that alongwith the big industries there should be small scale auxiliaries which can supply raw material and other small parts to these big industries. Sir, we have leather industry in Maharashtra. If encouragement is given to this industry, it would earn a lot of foreign exchange also. Minerals are precious for us but it is being exported to other countries. Raw material is going out of the country and we are getting it after duty processed. We have Iron ore, zinc and silica in abundance in our country so if we have modern technology for their processing we can earn more foreign exchange by exporting them to International market. We also have marble and granites in

abundance. Our marble is equivalent to that of Italian marble. We cannot export it in processed form but other countries import it in raw form and earn a lot from it.

Mr. Chairman, Sir, I would also like to request the Government to decontrol the steel. Sir, the ruling party has promised in its manifesto that one crore people would be provided employment in one year. Sir, I would like to draw the attention of the Government through you that several mills in Bombay have been lying closed since 1982 which has rendered 70,000 mill workers jobless. Sir, if the Government restart these mills or allow the workers, as suggested by Shri Yadav, to run these mills on cooperative basis that would provide them employment. One more suggestion I would like to submit that the Government should encourage garment production. If we encourage garment production, if we encourage NTC mills, the Government can also get curtain clothes at a cheap rate for the use in Government offices and more people will get employment opportunities there.

Mr. Chairman, Sir, there is a provision in the Budget that if there is any delay in paying income tax, the Government will charge two per cent penalty whereas in case of refund of excess recovery one and half per cent interest was paid earlier but from this year it has been reduced to one per cent. Therefore, I would like to request the Government that the rate of interest on such amount should also be increased to two per cent.

Sir, instalment of dearness allowance is paid to the workers and employees in every six months to compensate dearness but the Government has made it taxable income where as it is not an income. It proves that the Government pays from one hand and recover from the other. Similarly, overtime allowance given to the employees is also taxable. In foreign countries income tax limit automatically increases with increase of price rise and uniformity is maintained between the two. Therefore, I would request the Government that the Income Tax limit should be increased atleast to Rs. 36000.

There is a Hindustan Lever Company which mainly produces soap, detergent, chemicals and other products being used in agriculture but it is exporting tea, vegetable oil, shirts, rice, shoes and carpets to other countries.

Similarly, there is an other company Proctor and Gamble. Its main products are detergents, food articles paper etc. Whereas its 45% income is from the export of cigarettes. Similarly Ponds India is a company producing cosmetics but its 80% income is from export of leather goods. On the same lines, there are a number of other companies in the countries which work as traders and are availing export incentives.

I would like to draw the attention of the Government towards the news telecast by N.B.C. T.V. company of U.S.A. that big industrialists in India and those close to late Prime Minister Shri Rajiv Gandhi had deposited large sums in their accounts in B.C.C.I. by evading tax. I request the Government to conduct an enquiry into it.

Mr. Speaker, Sir, our broad based investment policy is very complicated because it vests lots of powers into the hands of beauracracy for exploitation. If a businessman of a particular sector wants to switch over to another sector, he cannot do that. That industrialist is not granted permission. I request the Government to bring about improvement in that situation and as one hon. Member has just now suggested that a bill should be brought to amend M.R.T.P and FRERA Act. I support that move. Similarly, Government should introduce another bill to amend the provisions controlling the capital issues.

In our country every year goods worth crores of rupees are stolen from railway wagons. Goods worth crores of rupees are stolen from Bombay Port Trust also. I understand that Government officers as well as employees have to suffer loss of crores of rupees by way of theft in telephone department and misuse of telephones. In most of the cases theft is

committed for commercial purposes. As such if Government is able to check theft in Railways and in telephones and misues of telephones and unnecessary expenditure, then some improvement in economic situation of the country can be brought about. Otherwise, we shall slowly lose our independence and shall not even know about it.

Mr. Speaker, Sir, I thank you for giving me an opportunity to speak. I will conclude after drawing the attention of Government to the fact that our talented scientists, doctors and engineers are leaving this country. Our country is not making use of their talent whereas foreigners are getting advantage of that.

Government should do something by way of providing them better facilities so that there is no brain drain. Efforts should be made to bring them back also. With these words I thank you once again for giving me an opportunity to speak.

[English]

MR. CHAIRMAN : The House stands adjourned to meet again at 11 AM tomorrow.

18.01 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, August 21, 1991/Sravana 30, 1913 (Saka)
