

LOK SABHA DEBATES **(English Version)**

First Session
(Tenth Lok Sabha)



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CONTENTS

[Tenth Series, Vol. II, First Session, 1991/1913 (Saka)]

No. 15, Tuesday, July 30, 1991/Sravana 8, 1913 (Saka)

	COLUMNS
Oral Answers to Questions:	1—78
Starred Questions Nos. 204 and 206 to 210	1, 5—24
Written Answers to Questions:	
Starred Question Nos. 205 and 211 to 224	28, 29—43
Unstarred Question Nos. 867 to 1096	43—237
Papers Laid on the Table	259—262
Statement under Rule 199	263
Resignation from the Council of Ministers	263
Business Advisory Committee Third Report Adopted	263
Matters under Rule 377	264
(i) Need to re-introduce Vayudoot service in Orissa	264
Shri Sriballav Panigrahi	264
(ii) Need to provide employment to un employed youth from Himachal Pradesh in Central Departments and Undertakings etc., on priority basis	265
Shri Krishan Dutt Sultanpuri	265
(iii) Need to include construction of road over-bridges at Hospet-Kampli Road, Karwar-Bellary Road and Bellary-Hospet Road in South Central Railway work programme	265
Shrimati Basava Rajeswari	265
(iv) Need to provide immediate financial assistance to Government of Himachal Pradesh to control the Cholera and Gastro-enteritis	266
Prof. Prem Kumar Dhumal	266

(ii)

(v) Need to instal electronic telephone exchange in Jalpaiguri, West Bengal	267
Shri Jitendra Nath Das	267
(vi) Need to confer citizenship rights on refugees from East Pakistan Settled in Pilibhit district of U.P.	267
Dr. P.R. Gangwar	267
(vii) Need to provide financial assistance from PM's Relief Fund to the next of kin of those who have lost their lives in recent boat accident in Amalapuram, Andhra Pradesh	268
Shri G.M.C. Bala Yogi	268
Discussion Under Rule 193	268—283
Escape from the custody and subsequent death of Shri Shanmugam, an accused in the Rajiv Gandhi Assassination case	268
Shri S.B. Chavan	268
General Budget (1991-92—General Discussion)	283
Prof. K.V. Thomas	283—288
Shri Chandra Jeet Yadav	288—315
Dr. Devi Prasad Pal	315
Shri Nirmal Kant Chatterjee	315—339
Shri K. Venkatgiri Gowda	339—346
Shri Sukh Ram	346—347
Shri Bhogendra Jha	348
Message from Rajya Sabha	348

LOK SABHA DEBATES

LOK SABHA

Tuesday, July 30|Sravana 8, 1913 (Saka)

The Lok Sabha met at Eleven of the Clock

[MR. SPEAKER in the Chair]

ORAL ANSWERS TO QUESTIONS

[English]

UNDER WEIGHT SUPPLY OF PETROL AND L.P.G. IN DELHI

*204. **SHRI KARIYA MUNDA** : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Government are aware that the Petrol pumps and LPG Agencies are making under-weight supply of petrol and LPG to consumers of Delhi;

(b) whether the Government have conducted any raids in this regard;

(c) if so, the outcome thereof; and

(d) 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. KRISHAN KUMAR) : (a) to (d) : Periodic inspections have been conducted by oil marketing companies and Delhi Administration. Suitable action has been taken wherever defaults have been established.

[Translation]

SHRI KARIYA MUNDA : Mr. Speaker, Sir, I asked about the number of raids conducted and the hon. Minister replied that periodic inspections were conducted. It is their daily routine. They will continue to have the same to monitor the developments taking place in their departments. But under the present day situation it will not be possible to verify whether the petrol pumps are supplying petrol short of actual measurement and

the gas agencies making irregular supply by merely conducting quarterly or half yearly inspections. I have asked all these points in my question but he has not given a correct reply. In his reply the hon. Minister stated that it was a routine work and periodic inspections were conducted. I agree that periodic inspections will continue to be conducted in future also.

(Interruptions)

MR. SPEAKER : You put your question.

SHRI KARIYA MUNDA : If at all any raids were conducted, I would like to know the number thereof and places at which these raids were conducted.

MR. SPEAKER : You want to know the number and places at which raids were conducted in Delhi ?

SHRI KARIYA MUNDA : I would like to know about all the raids that have been conducted whether five times or ten times.

[English]

SHRI S. KRISHAN KUMAR : During 1990-91, the four oil companies whose jurisdiction was over Delhi area had conducted 2464 raids and inspections on the 237 motor spirit HSD retail outlets and 207 LPG dealers in the Union Territory of Delhi. These consist of 1310 regular inspections about which the hon. Member mentioned, apart from 851 surprise inspections and 303 joint inspections. On the basis of these inspections, action as per law has been taken in all the detected cases of malpractices which were 13 in the case of motor spirit and 3 established in the case of LPG.

In addition, the Weights and Measures Department of the Delhi Administration have conducted 761 inspections of retail outlets from January 1990 to December 1990, 829 inspections from January 1991 to June 1991, 215 inspections of LPG agencies from January 1990 to December 1990 and 185 inspections from January

1991 to June 1991. Prosecutions have been launched and penalty imposed in 81 cases of retail outlets and 118 cases of LPG agencies during this period.

[Translation]

SHRI KARIYA MUNDA : The hon. Minister has stated that raids have been conducted a number of times and action is being taken against many people. But my question is about the steps Government practices which the retail dealers or LPG committed in delivery of gas cylinders and as also delay of one or two months in the delivery of LPG cylinders.

[English]

SHRI S. KRISHNA KUMAR : Sir, very strict marketing guidelines have been issued by the marketing companies. These guidelines consist of all the possible malpractices which the retail dealers or LPG agencies can conceivably indulge in and these include forced sale of LPG stoves, for instance, delay in the distribution of gas cylinders, delay in submitting reports to the Corporation, etc.

Basically, as far as LPG is concerned, as the hon. Member very rightly observed, the malpractices cannot be stopped by periodic inspections alone. Action is also taken by the oil companies on the basis of consumer complaints which we encourage. On the basis of the consumer complaints we make investigations and inspections. If there is any malpractice, we have a series of graded punitive action starting with a warning and ending with termination of the gas agency or retail outlet, as the case may be.

SHRI ANBARASU ERA : The hon. Minister was explaining about malpractices in the LPG dealership and other things. I learn that during Shri V. P. Singh's period and Shri Chandra Shekhar's period lot of malpractices were indulged in in providing LPG dealership and petrol pumps, according to the whims and fancies of the Ministers deviating from the policies and principles and a number of people were given LPG dealership and

petrol pumps. What is the policy of this Government? Are they going to follow suit, like Shri V. P. Singh and Shri Chandra Shekhar? Are they going to formulate a separate policy for giving the LPG dealership and petrol pumps? I want a categorical answer.

MR. SPEAKER : Not allowed. The question is disallowed.

[Translation]

SHRI MADAN LAL KHURANA

Mr. Speaker, Sir, the hon. Minister has just said that investigations are conducted on the basis of consumers' complaints and punitive action starting with warning and ending with termination of gas agency is taken. In this connection, I would like to know about the number of complaints that have been received in Delhi, the number of agencies that were terminated out of them, the number of cases in which warnings been issued and the number of cases in which prosecution proceedings have been started, during the last one year. I would also like to know the number of consumers' complaints they have received during the last one year and how many of them were found correct. Licences of how many petrol pumps or L.P.G. agencies were suspended or cancelled?

[English]

SHRI S. KRISHNA KUMAR : I will not be able to readily furnish you the number of consumer complaints. But more than one hundred cases of suspension of licences have been there during this period and two specific cases were there where the licences were terminated in the last six months, the Delhi Gas Employees Cooperation and Patel Nagar General Stores. This is an on-going process. If the hon. Member wants more detailed information, I can furnish him later.

MR. SPEAKER : Question No. 205.

SHRI ANBARASU ERA : There was no answer to my question.

MR. SPEAKER : I have disallowed that question.

SHRI HARIN PATHAK.

SHRI CHHITUBHAI GAMIT.

BLACK MARKETING OF PETROL, DIESEL AND LPG IN EASTERN U.P.

*206. SHRI RAJNATH SONKAR SHASTRI : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state the district-wise details of the action taken or being taken by the Government against petrol, diesel and LPG dealers who are selling or have been found selling petroleum products in black-market in the Eastern Uttar Pradesh during the last one year ?

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI S. KRISHAN KUMAR) : Black-marketing of petrol, diesel or LPG was not found during the inspections by the Oil Companies. Information about inspections and action taken by the State Government is being collected.

[Translation]

SHRI RAJNATH SONKAR SHASTRI : Sir, I had given notice of the question in writing 20 days in advance. In reply to this question he has stated that during the inspections by the companies not a single case of corruption was detected. Adulteration of kerosene with petrol, irregularities in measurement and over charging is very common and such complaints are continuously being received from Eastern Uttar Pradesh. This thing has also been published in newspapers. There are seven to eight districts in Eastern Uttar Pradesh from where such malpractices have been reported. Similarly water has always been found in gas cylinders. While water is found in gas cylinders or cylinders are supplied under-weight, besides black marketing to such an extent that 4 months back the cylinders were sold at the rate of

Rs. 300 each. I am surprised that though I had sent the notice of the question 21 days in advance, the hon. Minister is replying that not a single case of malpractice came to the notice of the officers of the company during the course of their inspections.

MR. SPEAKER : You ask your question.

SHRI RAJNATH SONKAR SHASTRI : Mr. Speaker, Sir, there is a firm called R. K. B. K. in my constituency in Ghazipur district and in Varanasi there is a firm belonging to one Sabharwal. Both these firms are openly indulging in all sorts of malpractices. A Sub-Inspector of Police detected a case in the firm of Sabharwal in Varanasi. The Sub-Inspector was offered a sum of Rs. 1 lakh which he refused to accept. The Sub-Inspector was suspended and he is still under suspension. I would like to know whether the hon. Minister is aware of such cases ? Similarly licence of a gas agency at Sigra in Varanasi has been terminated ? Was it done without the knowledge of the hon. Minister ? I would like to know whether he will initiate action against those officers who furnished wrong information to him and whether information regarding these irregularities would be placed on the Table of the House ?

[English]

SHRI S. KRISHNA KUMAR : Sir, the hon. Member's question was specific to Eastern Uttar Pradesh and was specific to the detection of malpractice and black-marketing in petroleum products. Therefore, in the answer we have said that in spite of the inspections we had conducted, no specific case of black-marketing was found or established. We did not say that we have not detected any irregularities.

During the last six months, we had conducted a total number of 1900 inspections of retail outlets in Eastern Uttar Pradesh and five irregularities. (Interruptions)

[Translation]

SHRI RAJNATH SONKAR SHASTRI : It was in Eastern Uttar Pradesh. My question is specific with reference to Eastern Uttar Pradesh. (Interruptions)

[English]

SHRI S. KRISHNA KUMAR : Your question was with reference to Eastern Uttar Pradesh. I am also answering with specific reference to Eastern Uttar Pradesh.

During the last six months, we had conducted a total number of 1900 inspections of retail outlets in Eastern Uttar Pradesh and five irregularities were detected. And action has been taken in all the five cases.

Similarly 310 inspections of LPG Agencies were conducted in Eastern Uttar Pradesh during the last six months and 93 irregularities were detected. And in all these cases, action as per law has been taken.

I would like to add that we have delegated powers under the various control orders relating to petrol as well as LPG to the State Government also. And the State Government is also concurrently conducting inspections and taking actions as per law.

[Translation]

SHRI RAJNATH SONKAR SHASTRI :

The hon. Minister did not say this in his reply to the main question. Sir, now I put my second supplementary question. Just one day before the Budget was presented prices of petrol were either hiked or petrol was shown as "not available" at all the petrol pump of Eastern Uttar Pradesh. Scores of telegrams and complaints were sent to the Ministry and complaints were also lodged with the district authorities in this regard. Along with this, the Government which was in power at the Centre last year with their support conducted several interviews for the grant of licences for petrol pumps and resorted to large scale malpractices and corruption. Will the Government conduct any enquiry into the matter ?

[English]

MR. SPEAKER : Second part is disallowed. You can answer the first part.

SHRI S. KRISHNA KUMAR : It is a very general and vague observation. It is quite possible that some of the retailers of both LPG and petrol might have misused the presentation of the Budget and the period immediately preceding the Budget for indulging in mal-practices. Any action which will be specifically brought to the notice of the Government will be strictly acted upon.

SHRI SUDHIR SAWANT : The incidence of black-marketing of these commodities is noticeable where there is no alternative source of transportation and where the transportation is dependent on road. This is more aggravated in hilly and backward areas. Is the Government taking any action to ensure that the supplies in these areas are efficient and there is no shortage felt ? Secondly, will there be special attention paid for hilly and backward areas ?

SHRI S. KRISHNA KUMAR : We have an annual marketing plan and expansion of the retail outlet plan by the oil companies which specifically take into account this problem, namely, the supply in the inaccessible areas. So this is taken into account in the annual incremental plan where new outlets are allotted. For instance, in eastern UP about which the main question originated, the State Government have themselves issued what is called sub-licences to existing retail outlets. And these sub-licences are entitled to store products for supply to inaccessible areas.

[Translation]

SHRI VISHWANATH SHASTRI : Mr. Speaker, Sir, I would like to know from the hon. Minister whether any cases of malpractices relating to irregular supply of petrol in Ghazipur district of Eastern Uttar Pradesh have come to the notice of the hon. Minister and if so, action being taken by the Government in those cases ?

[English]

SHRI S. KRISHNA KUMAR : My general answer covers this question. It is not possible to answer with reference to each of the 460 districts of the country.

[Translation]

Reinstatement of Employees

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

- (a) whether the employees dismissed under Rule 14(ii) of the Railway Servants (Discipline and Appeal) Rules have since been reinstated; and
- (b) if not, the time by which these employees are likely to be reinstated ?

[English]

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) and (b) : Those employees whose appeals were upheld departmentally and those who were required to be taken back as per judicial orders have been reinstated. The issue regarding the remaining cases is under consideration.

[Translation]

SHRI SANTOSH KUMAR GANGWAR : Mr. Speaker, Sir, this issue is so important that it has been a matter of discussion in the House for the last two years. When the Congress Party was in the opposition, its Members raised this demand persistently. The then Railway Minister had said categorically that the Government would certainly do away with this rule and the dismissed employees would be reinstated. But I am distressed to point out that the reply which the hon. Minister has given say... (Interruptions)

MR. SPEAKER : You know the question and the reply is also before you. Now you put the second supplementary.

SHRI SANTOSH KUMAR GANGWAR : What is troubling me is that the

Government had given this assurance at the time of presentation of Railway Budget also, but now the reply says that those employees whose appeals were upheld departmentally and those who...

MR. SPEAKER : This has already been read out. You put the question.

SHRI SANTOSH KUMAR GANGWAR : What I want to say is that the reply given by the hon. Minister has no meaning at all. I want a categorical reply in the matter. I would like to know the number of such employees and the time by which they would be reinstated ? To say that the matter is under consideration would not help. Tell us the time by which they would be reinstated.

SHRI M. MALLIKARJUN : Sir, actually the issue was raised that there are 700 people to be re-instated. In fact, it is not like that... (Interruptions). There were 711 persons, out of whom 611 belonged to LRSA and 100 belonged to some other organisations. Then, out of the 611 because of appeals and revision, 20 people were taken and then again because of appeals and revision from non-LRSA Association 18 people were taken, making it altogether 38. Then, because of the judicial judgements 268 of LRSA were taken and one of non-LRSA person was taken. That is how a total of 288 LRSA persons re-instated and 19 of the non-LRSA persons have been re-instated, leaving behind 323 of LRSA persons and 81 of non-LRSA persons to be re-instated. However, in the meanwhile, 70 people have attained super-annuation and before achieving the superannuation 11 people had died. After achieving the super-annuation three people had died. Now, out of 404 total to be re-instated, it is only 320 people left for re-instatement... (Interruptions). As you are all aware last time in the Budget reply the Minister has also committed that this matter will be considered in the Cabinet... (Interruptions).

[Translation]

SHRI SANTOSH KUMAR GANGWAR : Mr. Speaker, Sir, last time also, it was said that their cases would be considered sympathetically. The hon. Minister is present in the House. I want a reply on

two specific points. Firstly, I want to know the steps being taken to do away with rule 14(ii). Secondly, I want to know whether the employees are still being dismissed under rule 14(ii) and whether any employee has been dismissed under rule 14(ii) in the recent past ?

[English]

SHRI MALLIKARJUN : Sir, 14(ii) is a part of Railway Rules and Railway administration has got the option for removal from the service under 14(ii). It is also protected by the Constitution.

(Interruptions)

[Translation]

SHRI SANTOSH KUMAR GANGWAR : Mr. Speaker, Sir, my second point whether employees are still being removed from service under rule 14(ii) has not been replied to.

[English]

SHRI BASU DEB ACHARIA : Sir, the figures mentioned by the Minister of State in the Ministry of Railways are not correct. Shri George Fernandes made a statement on 8th September and then again on 22 November that there were 691 persons. He mentioned the same figures both in his order and in his statement. The reply which the Minister has given is a vague one. The matter was raised when the Minister was replying to the Debate on Railways Budget and he had stated that he would consider it sympathetically. I would like to quote what Shri Janeshwar Mishra had stated on 11 March, 1991.

[Translation]

"On behalf of my Ministry, I would like to give an assurance that we are going to take a decision to reinstate all the dismissed employees. But the proposal has to be sent to the Cabinet for approval as was done earlier. After the proposal is approved by the Cabinet it will go to the President for his assent. Then only further action will be taken."

[English]

May I know from the Minister, when will this matter of reinstatement of dismissed Railway Employees—who are out of job for the last 11 years, whose figures are not 300 and odd but more than 700—be referred to the Cabinet ? Has it been referred to the Cabinet and when will they be taken back ?

MR. SPEAKER : The question is whether this has been referred to the Cabinet.

SHRI MALLIKARJUN : It will be referred to the Cabinet. But, let me also make it clear that the figure is not 700. The figures furnished to me and to Shri George Fernandes were furnished by the Railways only. Let me remove this doubt that the figure is not 700. So far as the other part is concerned, after Shri Janeshwar Misra referred to the matter in the House in April, a Cabinet Memorandum was prepared and it was sent to the Law Ministry and also the Personnel Ministry. But, the Law Ministry did not comment anything and so far nothing has been sent to the Cabinet. We are considering to take it up with the Cabinet.

SHRI BASU DEB ACHARIA : Sir, he has not answered to my question. I wanted to know when will it be sent to the Cabinet ?

SHRI MALLIKARJUN : As early as possible.

[Translation]

SHRI RAJVEER SINGH : Mr. Speaker, Sir, during the course of Hon. Railway Minister's reply to the discussion on last Budget, I had asked him as to how long will the Democles Sword of rule 14(ii) hang over their heads. In reply to that he had said that the government was going to do away with it soon. The new Railway Budget has come, but the employees continue to suffer as before. Through you, I would like to know specifically from the Hon. Minister the time by which he is going to fulfil the assurance which he gave in this House as also the time by which rule 14(ii) which is hanging over

the heads of employees like Democles Sword is going to be scrapped ?

[English]

SHRI MALLIKARJUN : Sir, there is no question of deleting Rule 14(ii) from the Railway Rules.

SHRI RAM NAIK : Some time back the Hon. Minister had said that there were 409 employees who had to be reinstated. (Interruptions)

SHRI MALLIKARJUN : The figure is 404 and not 409.

SHRI RAM NAIK : Whatever the figure may be, some of them have expired and some of them have reached the superannuation age. Just because they have died, the problems of their families will not be over; and just because superannuation age has been reached, the problem of an employee will not be over. When you reconsider all these points, I would like to know whether you will sympathetically take consideration the cases of those employees who have died or reached the age of superannuation.

SHRI MALLIKARJUN : Sir, when a final decision takes place, it is obligatory to take care of those who have died as also of those who have reached the age of superannuation. It has to be seen, what type of *modus operandi* has to be created for them.

[Translation]

PER CAPITA POWER CONSUMPTION IN BIHAR

*208. SHRI BHOGENDRA JHA : Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state :

(a) the comparative per capita power consumption in the country, North Bihar, Chhota Nagpur and in the rest of Bihar during the last three years, year-wise;

(b) the steps being taken to bring North Bihar at par with the whole State of Bihar and also with the whole country in regard to the consumption of power;

(c) whether power is not being supplied to Madhubani and Darbhanga districts from Kanti Power Plant; and

(d) if so, the reasons therefor and the steps taken or proposed to be taken for adequate power supply in both the districts ?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI) : (a) to (d) : A Statement is laid on the Table of the House.

STATEMENT

(a) The requisite information is given below :—

Region	Per Capita Consumption (Kwh)		
	1985-86	1986-87	1987-88
North Bihar	17.47	19.65	23.36
South Bihar	53.47	59.57	70.39
Chhota Nagpur	287.61	288.04	297.82
Bihar as a whole	94.08	94.85	101.20
India as a whole	177.98	191.75	203.02

(b) The per capita consumption of power in a State/Region depends mainly upon the extent of rural electrification, energisation of agricultural pumpsets, industrialisation, the type of industries and urbanisation.

(c) and (d) : Distribution of power in a State/Region is being undertaken and regulated by the State Electricity Board. It depends upon the demand and availability of power, the infrastructural facilities created by the State Electricity Board. Power is fed into the State grid from various generating stations and gets distributed.

SHRI BHOGENDRA JHA : Mr. Speaker Sir, the statement laid by the Hon. Minister on the Table of the House in reply to my question is very important. The per capita power consumption in Bihar is almost half as compared to the national average and the per capita power consumption is just one tenth in North Bihar compared to rest of the country. These figures include power consumption by three heavy industries located in that area i.e., Barauni Thermal Power Plant, Fertiliser Plant and the Oil Refinery. Even then the per capita power consumption is just one tenth of the entire country. Mr. Speaker Sir, it is because of these things that separatist tendencies raise their ugly head. I had asked in parts (b) and (c) of the question as to what steps are being taken to bring North Bihar at par with whole of the State of Bihar and also with the whole country in regard to the consumption of power and whether power is not being supplied to Madhubani and Darbhanga districts from Kanti Power Plant ? The Hon. Minister has not replied to it.

SHRI KALP NATH RAI : Mr. Speaker, Sir, the per capita power consumption is the lowest in Bihar. I would like to point out here that per capita consumption is more, where there is urbanisation.... (Interruptions). The power consumption is more, where there is urbanisation, industrialisation and rural electrification.... (Interruptions). The plant load factor is lowest in Bihar. It is just 25 per cent of

the installed capacity which is 1454. Transmission and distribution losses are the highest there. The work on the transmission line which has been approved in the beginning of the Five Year Plan has not even started yet. The transmission line must be laid down so that power is transmitted from one place to other. If it is not done it is the responsibility of the Bihar Government and not of the Centre.

SHRI BHOGENDRA JHA : Mr. Speaker Sir, he has again evaded the reply. My question was whether Kanti Power Plant is supplying power to Madhubani and Darbhanga. But the reply has not come.... (Interruptions) .

SHRI KALP NATH RAI : I have told him that.... (Interruptions).

SHRI MADAN LAL KHURANA : First laugh and then reply.

SHRI KALP NATH RAI : That I will do when I reply to your question. He has asked why adequate power is not being supplied. I have said that the Bihar Government has not completed work so far of the transmission lines approved during the Five Year Plans.... (Interruptions)

[English]

SHRI NIRMAL KANTI CHATTERJEE : Sir, why should the Minister answer a question which has not been asked ?....

(Interruptions).

[Translation]

SHRI KALP NATH RAI : Sir, I am giving correct reply. They do not follow the subject themselves.... (Interruptions)

SHRI ANNA JOSHI : If we do not understand, please make us understand....

(Interruptions)

SHRI KALP NATH RAI : I can't make you understand. I have said that the transmission line from Kanti or Bihar Sharif or Fatha to Khagha has not been laid down so far.

SHRI BHOGENDRA JHA : He has not replied to the earlier question.

MR. SPEAKER : He has replied to it by saying that the transmission line has not been laid down.

SHRI BHOGENDRA JHA : Muzaffarpur, Darbhanga and Madhubani are border districts and Kanti Power Plant is adjacent to them.

SHRI KALP NATH RAI : The distribution of power is State Government's responsibility. The State Government is also aware about the Kanti Power Plant....

(Interruptions)

SHRI BHOGENDRA JHA : OK, I have lost. Now I would ask another supplementary. Would the Hon. Minister kindly tell where Kanti Power Plant and Muzaffarpur are located on the Indian map ?

SHRI KALP NATH RAI : Kanti Power Plant is in North Bihar and Muzaffarpur is also in North Bihar.. *(Interruptions)*.

SHRI MADAN LAL KHURANA : He has passed. You give him ten out of ten marks.

SHRI BHOGENDRA JHA : North Bihar is also in Bihar. He said that in Bihar power distribution.....

MR. SPEAKER : Please do not repeat.

SHRI BHOGENDRA JHA : I had asked as to what steps are being taken to bring both North Bihar and the whole of Bihar at par with the whole country. He is a Union Minister for Power. When we have Hydro-Electric Power Boards and Thermal Power Corporations throughout the country what is the reason that power consumption is as low as one tenth of national average in North Bihar. What steps have been taken to augment it ? The letter which I got from the Central Government in way back 1974 says that we do not have the consumption potential

[English]

We do not have market for such huge block of power.

[Translation]

I am quoting from that letter. That is the reason why Kosi dam in Barah region has not been taken up for construction. Is Bhutan still ready to share the hydro electricity generated there. That is not in the hands of the Bihar Government to decide when would the 33000 Meghawatts power generation in Barah region be made operational ? If this continues....

MR. SPEAKER : If you go on like this you would not get any reply. Please put your supplementary.

SHRI BHOGENDRA JHA : If the Bihar Government makes an offer, would the Centre take the responsibility of running the Bihar Electricity Supply Board and bring it at par to the national level ?

SHRI KALP NATH RAI : Sir, this question does not relate to the main question.

MR. SPEAKER : You ask the question pointedly. Is there a proposal to construct a dam on Kosi and whether the Bihar Electricity Supply Board is being taken over ?

SHRI KALP NATH RAI : There is 44 per cent peak load shortage in Bihar whereas the plant load factor is 25 per cent. Power generation falls in the Central sector... *(Interruptions)*. To augment power generation in Bihar an N.T.P.C. power station is under construction in Bihar. Recently, we approved the generation of 710 meghawatts of hydro electricity. The Central Government is committed to increase power generation in the country, but it will not take over the Bihar Electricity Supply Board.

SHRI RAM LAKHAN SINGH YADAV : Mr. Speaker, Sir, when there was Congress Government in the State, the Hon. Minister had gone there and gave an assurance that Centre would provide all possible help to Bihar in augmenting power generation in the State. Recently he

said in a statement that power from Bihar's Rihand Dam is being supplied to Haryana and Punjab whereas Bihar is being deprived of it....

MR. SPEAKER : Yadavji, please put your question.

SHRI RAM LAKHAN SINGH YADAV : Keeping in view his assurance would he given priority to Bihar in so far as providing assistance to States is concerned. Would he provide power supply from Rihand Dam to Bihar besides Punjab and Haryana ?

MR. SPEAKER : He wants to ask whether the power being supplied to Punjab from Bihar, would be stopped.

SHRI KALP NATH RAI : Mr. Speaker, Sir, the entire country has been divided in five zones—North, South, East, West and North Eastern. Bihar falls in the Eastern Zone. There is a proposal under consideration of the Central Government which is called Back to Back system which would enable transmitting power from Eastern Zone to North Eastern Zone. Secondly, about two months back 710 MW Hydro-electric power project has been approved by the Centre which would solve the peak load problem of Bihar.

SHRI HARI KISHORE SINGH : Sir, the area of Nepal which is adjacent to the Bihar border has surplus electricity. One or two districts of Bihar are being supplied electricity from Nepal. May I know from the Hon. Minister whether more areas of Bihar and eastern Uttar Pradesh will be supplied electricity from Nepal ? Has the Government taken any initiative in this direction ? If so, what has been the outcome ?

SHRI KALP NATH RAI : Sir, the Kannali Dam, Pancheswari Dam and Kosi Dam will generate hydel power. These three dams have a generating capacity of 10,800 MW, 3000 MW and 2500 MW of power respectively. The Hon. Member has been a Minister in the Ministry of External Affairs and he knows that such a scheme cannot be started without an agreement

between India and Nepal. Sir, from the time of the late Shri Rajiv Gandhi the Government has been having a dialogue with Nepal. Teams of Engineers have been exchanged between the two countries. A feasibility report is being prepared and the World Bank is willing to provide financial assistance. Still, we cannot implement these hydel power projects unless there is an agreement between the two countries.

SHRI KARIYA MUNDA : Sir, the Hon. Minister said in his reply that in view of the power shortage in Bihar there is a proposal to go ahead with the Koel-Karo project with a generating capacity of 710 MW and having an estimated outlay of Rs. 1350 crores. May I know from the Hon. Minister as to when the Koel-Karo project will be started and the time by which it will be completed ?

SHRI KALP NATH RAI : Sir, the Koel-Karo project has got the techno-economic clearance, approval from the Planning Commission, clearance from the Ministry of Environment and Forests. Presently it is awaiting clearance of the P.I.B. and this should come through by next Thursday. Then it will be sent to the Cabinet for approval. The work on the project will start within one or two months.

SHRI RAM NIHOR RAI : Sir, the Rihand Multipurpose project is in the Mirzapur-Sonbhadra district of Uttar Pradesh. There are five thermal power stations and all the five are working. Had the Hon. Minister gone there to inaugurate the 20 MW thermal power station last year ?

I would like to know whether six thermal power plants are not enough to provide electricity to the local area which is still facing the shortage of power supply. Will the Hon. Minister give priority to Mirzapur and Sonbhadra districts for the supply of power or impress upon the Hon. Chief Minister to do the needful....
(Interruptions).

MR. SPEAKER : This is not relevant to the main question.

SHRI RAM NIHOR RAI : This matter concerns Uttar Pradesh. (Interruptions).

SHRI RAJNATH SONKAR SHASTRI : This is a very important matter.... (Interruptions)

[English]

MR. SPEAKER : The question is disallowed.

SUPPLY OF COAL TO THERMAL POWER STATIONS IN ANDHRA PRADESH

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

(a) whether the Vijayawada Thermal Power Station and some other thermal power plants in Andhra Pradesh produced less power due to shortage of coal;

(b) if so, the estimated loss of power generation due to poor supply of coal at Kothagudem and Vijayawada Thermal Power Stations from January to June 1991; and

(c) the steps proposed to be taken by the Government to increase the output from Singareni Collieries to make available the coal as per linkages to the plants ?

THE MINISTER OF STATE OF THE MINISTRY OF COAL (SHRI P. A. SANGMA) : (a) to (c) A statement is laid on the Table of the House.

STATEMENT

(a) Yes, Sir. As reported by Central Electricity Authority, the Vijayawada Thermal Power Station of Andhra Pradesh State Electricity Board and Ramagundam Super Thermal Power Station of National Thermal Power Corporation have suffered loss of generation for want of coal.

(b) As reported by Central Electricity Authority, Vijayawada Thermal Power Station suffered a loss of generation of about 389 million units during the period

January-June, 1991, and Kothagudem Thermal Power Station has reported a loss of about 36 million units during the same period because of short supply of coal.

(c) Singareni Collieries Company Ltd. (SCCL) is presently facing severe production problems due to adverse law and order situation in the area. However, the Govt. has taken steps to provide alternate sources of supply of coal to two of these thermal power stations, namely 1 lakh tonnes of coal per month to Vijayawada Thermal Power Station from South Eastern Coalfields Ltd. and 60,000 tonnes per month to Ramagundam Thermal Power Station from Western Coalfields Ltd. for the period ending September, 1991. A committee Under Secretary, Department of Power has been constituted to suggest measures to improve coal supplies to thermal power stations linked to SCCL.

SHRI SOBHANADREESWARA RAO VADDE : Mr. Speaker, Sir, it is most unfortunate that the Vijayawada Thermal Power Station which was having a plant load factor of more than 96 per cent and being one of the best run thermal power stations in this country on par with some other thermal power stations in the entire world, had to lose about 389 million units of power because of coal shortage. The Kothagudem Thermal Power Station also is making very good progress in recent times. I would like to know from the Hon. Minister whether the Government is taking adequate steps to take out coal from the Manuguru coal belt and also by investing more funds on the Singareni Collieries by utilising the latest technology and the latest machinery to have more coal from the Singareni Collieries. Now, the environment of Singareni Collieries is influenced with Naxalite activities. They are hampering the coal production there. So, I would also like to know from the Hon. Minister whether the Government of India will send the Central Industrial Security Force to Singareni Collieries, though it is a State managed concern, to curb these Naxalite activities and increase the coal production.

SHRI P. A. SANGMA : Sir, we have 30 new projects sanctioned under the

SCCL, with an investment of Rs. 1,535 crores of the capacity of 17.50 million tonnes. We have another 12 projects on hand which are under the active consideration of the Government. This is as far as the expansion programme is concerned. As far as the second part of the question is concerned, we do have a lot of law and order problems and some time back the Board of Directors decided to induct the CISF in that area and two companies of CISF consisting of 260 men have already gone to that area. We expect that within a few days' time another 1,187 CISF men would reach there. All the arrangements for accommodation have been completed and they are about to move to that area.

SHRI SOBANADREESWARA RAO VADDE : Sir, it is really very sad to know that even the coal that had been produced in the coal mine could not be transported to the thermal power stations because of shortage of railway wagons for some time. So, I would like to know from the Hon. Minister whether the Ministry will take suitable steps in coordination with the Railways, so that this type of shortage of wagons do not take place in future and hamper the power production in the Vijayawada Thermal Power Station which has attained very good standard. In the first question, the Minister has not clarified about the Manuguru aspect. I would like him to clarify that also.

SHRI P. A. SANGMA : Sir, we are trying our best to improve the movement of coal and we are constantly in touch with the Railway Ministry. I have been talking to the Railway Minister and he has been very cooperative. I am lucky to have a Railway Minister who was the Coal Minister earlier. Regarding the Manuguru aspect, I do not have the details now; I will give it to him later.

SHRI MANI SHANKAR AIYAR : Sir, I would like to know from the Hon. Minister whether he is aware that in addition to Singareni being unable to fulfil its obligations towards Andhra Pradesh Thermal Power Stations, it is also failing to fulfil its obligations with regard to Tamil Nadu Thermal Power Stations.

If so, whether his Ministry would give permission to Tamil Nadu to import coal from Australia.

SHRI P. A. SANGMA : Actually, the question relates to Andhra. But I am very much aware of the problem being faced by the Tamil Nadu Government also. About the question of importing coal from Australia, as of now, the policy is not to allow any import.

SHRI VENKATESWARLU UNNA-REDDY : In Singareni collieries, coal problem is a very complex problem. There are trade unions at loggerheads and there is a lot of labour problem. Even law and order problem is very severe. As a result of these problems, the supply of coal is very much crippled.

I would like to know from the Hon. Minister as to what exactly is the proportion of coal that has been earmarked for National Thermal plants which are functioning in Andhra Pradesh and how much is being sent to National Thermal plants functioning in the other neighbouring States.

(b) Though Muddanur thermal plant has been sanctioned long back, it has not come up to the level of functioning for want of coal linkage. What exactly is the position? Andhra Pradesh is a deficit State as far as power is concerned. Muddanur plant is not coming up only for want of coal linkage. When is the Muddanur plant going to be commissioned?

SHRI P. A. SANGMA : Our target was 22.50 million tonnes. The actual production in that area has been only 17.71 million tonnes. The demand in the entire area which is dependent on the Singareni Colliery is about 30 million tonnes.

OIL AND GAS EXPLORATION IN RAJASTHAN

[Translation]

*210. **SHRI GUMAN MAL LODHA** : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) the outcome of the oil and gas exploration conducted by the Oil and Natu-

ral Gas Commission and the Oil India Limited in Western Rajasthan; and

(b) the schemes formulated by the Government to utilise gas explored in Jaisalmer and Barmer area ?

[English]

THE MINISTER OF STATE IN THE MINISTRY OF PETROLEUM AND NATURAL GAS AND MINISTER OF STATE IN THE MINISTRY OF DEFENCE (SHRI S. KRISHAN KUMAR) : (a) Oil and Natural Gas Commission has discovered gas at Bhakri Tibba, Menhera Tibba, Ghotaru, Khartar and Bankia Structures. Oil India Limited has discovered gas at Tanot, East Tanot and Dandewala structures

(b) Gas has been committed for a 3 MW Power Plant at Ramgarh.

SHRI GUMAN MAL LODHA : I would like to know from the hon. Minister, what is the potential quantity of oil and gas which has been discovered at these places.

(b) Is it a fact that the earlier technicians who were there were from the American company and they deliberately after a good deal of expenditure, abandoned the exploration in order not to allow India to become self-reliant ?

(c) By what time, for the Ramgarh power scheme, they would be able to supply the gas ?

SHRI S. KRISHNA KUMAR : So far 40 wells have been drilled in the State of Rajasthan and no oil well which is commercially exploitable has been found. However, from the 14 wells which have been drilled, there is hope of commercial exploitation of gas, as far as the State of Rajasthan is concerned.

The estimated gas reserve so far discovered by Oil India Ltd., in Rajasthan is of the order of 6.57 million standard cubic metres and it is estimated that production of about half a million cubic metres per day of gas can be made avail-

able for about 15 years. The indication of oil is only in Bikaner-Nagpur basin where oil wells were drilled by OIL.

It is doubtful whether the present basin of heavy oil is commercially exploitable.

SHRI GUMAN MAL LODHA : I want to have a reply from the hon. Minister to the question which I have put whether the American technicians had deliberately abandoned the drilling operation in order to prevent India from self-reliance. This question has not been answered. This is my first question.

I would like to know the expenditure which has been incurred by the Oil & Natural Gas Commission and Oil India Ltd. in Western Rajasthan so far. This is my second question.

SHRI S. KRISHAN KUMAR : The oil drilling and gas exploration operations in all the States are under the direct supervision of the ONGC and OIL which are public sector companies and no foreign technicians may be involved. But they are not in a position to influence the decision or exploration one way or the other.

I will not be able to tell you exactly the amount of money that has been spent so far but I can inform the hon. Member later.

[Translation]

SHRI AYUB KHAN : Sir, Rajasthan is a land of sacrifices. It has abundant deposits of natural gas and oil. The department has not been able to survey these resources till now. Will the district of Jhunjhunu be also included in the area marked for survey and exploration by the ONGC ?

MR. SPEAKER : Just restrict your answer to whether Jhunjhunu can be included for survey and exploration.

SHRI DAU DAYAL JOSHI : Mr. Speaker, Sir, Rajasthan. (Interruptions*)

*Not recorded.

MR. SPEAKER : It is not going on record.

SHRI S. KRISHAN KUMAR : We have statistics of sedimentary basins for oil and gas which are virtually spread over the entire country and the ONGC as well as OIL which are the gas and oil exploratory agencies have a plan of action for drilling. I will not be able to say off hand whether Jhunjhuna is in this perspective plan but I can inform the Hon. Member that we have in 1990-91 dug four wells in Rajasthan and the Hon. Member from Rajasthan would be happy to note that gas was found in all the four wells which were dug during the last financial year.

SHRI JASWANT SINGH : The Hon. Minister said that there is scope for commercial exploitation of the gas so far found.

The 3MW Power Plant at Ramgarh has been pending for so long. Why are you not exploiting that scope ?

It means that there is scope for exploitation but you will wait and do it later. When are you going to do that exploitation ? Why have you not done it so far ? The 3 MW Ramgarh Plant has been waiting completion. Why have you not even started doing it ?

SHRI S. KRISHAN KUMAR : The Hon. Member will be happy to know that the ONGC has already committed to the Government of Rajasthan, gas of the setting up of the 3 MW power Plant at Ramgarh and it was done as far back as 1985 and we had also given a concessional price for this gas. The Rajasthan State Electricity Board has not signed the gas supply contract with ONGC. They have recently shown further interest in the utilisation of this gas. We shall be happy to make this gas available because we had already promised the State of Rajasthan that this will be available for the Ramgarh Power Plant.

[Translation]

SHRI DAU DAYAL JOSHI : Sir it has been established for a fact that there

are oil deposits in Gokharu village in Jaisalmer district of Rajasthan, but further exploration work has been stopped. May I know from the Hon. Minister as to why the exploration work has been stopped and whether it be restarted ?

[English]

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND) : Sir, I can understand the concern of the Hon. Member for his area. I can only say to this House that this is a suggestion for action of the Government. (Interruptions).

[Translation]

MR. SPEAKER : He has said that it is a suggestion for action.

[English]

SHRI D. K. NAIKAR : Sir, the ONGC has set up some gas facilities at Bombay. As the Hon. Minister Shri Shankaranand is also coming from Karnataka, may I know from him in view of the scarcity of power in Karnataka, is he going to have any gas-line for the thermal plants at Belgaum, Hubli-Darwar ?

MR. SPEAKER : This question is disallowed.

WRITTEN ANSWERS TO QUESTIONS

[English]

SUPPLY OF NATURAL GAS THROUGH PIPELINES IN AHMEDABAD

*205. **SHRI HARIN PATHAK :**
SHRI CHHITUBHAI GAMIT

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

(a) whether the Government of Gujarat has submitted the feasibility project report on supply of natural gas to Ahmedabad, Surat and Valia Cities through pipelines; and

(b) if so, the action taken thereon by the Union Government so far ?

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

(b) Allocation of gas have been made for Surat City. In view of the present availability and commitments of gas, it has not been possible to allocate gas for Ahmedabad City and Valia.

[*Translation*]

DEVELOPMENT OF SANCHI FOR TOURISM

*211. **SHRI ATAL BIHARI VAJ-PAYEE :** Will the Minister of **CIVIL AVIATION AND TOURISM** be pleased to state the steps taken by the Government to develop Sanchi and its adjacent areas to encourage foreign tourists there ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : Development of tourism infrastructure in the State is primarily the responsibility of the State Governments. However, Central Government extends financial assistance to State Governments on the basis of specific proposals received from them, availability of funds and inter-se priorities. The Ministry of Tourism have sanctioned Rs. 08.32 lakhs for the construction of a Cafeteria at Sanchi to the State Government of Madhya Pradesh.

JAPANESE ASSISTANCE TO LINK BUDDHIST PILGRIMAGE CENTRES

*212. **SHRI MOHAN SINGH :** Will the Minister of **RAILWAYS** be pleased to state :

(a) whether there is any scheme to link all the Buddhist Pilgrimage Centres by railway lines with Japanese assistance; and

(b) if so, the details thereof and the Foreign assistance likely to be received in this regard ?

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

2965 LSS/91— 3

(b) Does not arise.

[*English*]

GAS FLARING PROJECT

*213. **DR. A. K. PATEL .**

SHRI SHANKERSINGH VAGHELA : Will the Minister of **PETROLEUM AND NATURAL GAS** be pleased to state :

(a) whether the Oil and Natural Gas Commission had initiated a proposal for setting up of a flaring project to be financed by the Asian Development Bank;

(b) if so, the total cost of the project and when it was submitted to the Government;

(c) whether the project has since been cleared;

(d) if not, the reasons for the delay; and

(e) at what stage the project rests at present and the estimated time schedule of the work ?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND) : (a) to (e) The Gas Flaring Reduction Project of ONGC estimated to cost US \$ 2878.40 million has been posed to the Asian Development Bank for cofinancing along with World Bank.

Two major components of the project have been approved by Government. Feasibility Reports of three components were received recently and are being processed. The project is expected to be completed by 1994.

MANAGEMENT OF ITDC HOTELS

*214. **SHRI V. SREENIVASA PRASAD :**

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

(a) whether the Government have again revived the proposal to abandon ITDC

hotel business in order to help the growth of private hotel industry instead of improving the management efficiency of these hotels and the industry itself;

(b) whether lack of appropriate management teams for hotels and bad recruitment policies pursued by the ITDC have brought about total decay in the Government's investment in the industry;

(c) if so, the details thereof ; and

(d) the action proposed to be taken to improve the working of this industry and to change the recruitment policies ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) The issue pertaining to the future of the hotel business of ITDC is under consideration of the Government.

(b) Even though ITDC hotels have generated some profits in some years, there is scope for improvement.

(c) Does not arise.

(d) Improvement in the working of any industry is a continuous process. Changes required in the recruitment policies of ITDC are made from time to time keeping in view its business and operational requirements.

DEMANDS OF WORKERS OF ITDC

*215. SHRI PAWAN KUMAR BANSAL : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the workers of the India Tourism Development Corporation have raised certain demands earlier this year;

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

(c) if no action has been taken, the reasons therefor ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) to (c) : The workers of ITDC are represented by different trade unions operating in its 25 hotel units located at different places in the country besides Regional Offices located in Madras, Calcutta, Bombay and the Corporate Office in Delhi having various divisions. Presently, there are nearly 69 unions representing the workers of ITDC.

All demands/issues raised by the unions operating in ITDC's hotel units are examined at the unit level and appropriate action is taken by the Unit Management.

The demands received by the Management at the Corporate Office of ITDC during the period January to mid-July 1991 from the unions have been examined and appropriate action has been taken as indicated in the statement attached.

STATEMENT

Demands	Action-taken/position
1	2
1. Provision of uniform to all the Headquarters employees.	The matter was placed before the Board of Directors who decided to keep this in abeyance due to financial constraints. The High Power Pay Committee's (HPCC) recommendations in this regard are not mandatory.
2. Enhancement of the quantum of Tea/Snacks allowance.	The HPCC recommended discontinuance of the cash allowance for t.a/snacks etc. Since ITDC Management has not been able to provide canteen facilities for Headquarters employees located in different buildings. The tea/snacks allowance

1	2	3
		being paid to the employees before the implementation of HPCC's recommendations is being continued to be paid with the approval of the Government.
3. Introduction of Five-day week in the offices of Literature Distribution Centre, ATT Garrage in Samrat, Hotel Sales and Regional Offices.		At present 5 days week is not being observed at the Literature Distribution Centre Palam Hotel Sale Division, ATT and Regional Offices. The demand has been examined and it has not been found feasible to accept it due to commercial and administrative reasons.
4. Introduction of the pay scales as revised by the Central Govt. is subsequent to implementation of Fourth Pay Commission Report in case of Assistants and Sr. Stenographer.		The revised pay scales as recommended by the HPCC have since been implemented in ITDC. The proposal to grant higher pay scales to Assistants/Sr. Stenos at par with the scales now being followed in the Central Govt., has not been approved by the Government.
5. Introduction of the system of time-bound promotion for all categories of employees after they put in 5 years service in one scale.		The formulation of a Career Development scheme for providing promotional avenues to the employee of the Corporation is under active consideration of the Management.
6. Rotation/transfer of employees after every three years.		The employees posted in different division/offices are rotated from time to time on actual need basis. There is no policy to rotate the employees from one office to another after every three years except those posted in sensitive areas.
7. Increase in the quantum of House Building Advance/Festival Advance/Conveyance Advance.		Due to financial constraints the Management presently not in a position to increase the quantum of House Building Advance/Festival Advance/Conveyance Advance.
8. Payment of Washing Allowance at the revised rates from 1-1-86 i.e. the date of implementation of the new scales of pay as per recommendations of HPCC.		In terms of Supreme Court's decision of 3rd May, 90 the various allowances and perks including washing allowance have been sanctioned from a prospectiv date i.e. 1st October, 90.
9. Provision of subsidised canteen.		Efforts were made by the Management for providing canteens at different buildings where ITDC offices are located, but it was not found feasible due to non-availability of space at all the buildings and due to strict fire regulations applicable at the Corporate Office located at SCOPE COMPLEX. Accordingly, Govt.'s approval for continuation of payment of tea/snacks allowance @ Rs. 25/- per month was obtained by the management.
10. Introduction of productivity linked bonus scheme for all categories of employees.		Government's approval in respect of the Productive Linked Bonus Scheme prepared for one of the Units of ITDC, namely Ashok Hotel, New Delhi is awaited. On receipt of the same, similar scheme for other Units of ITDC could be formulated on receipt of demands from the Trade Unions operating there

1	2	3
11. Implementation of voluntary retirement scheme.		The Voluntary Retirement Scheme has recently been approved by the Administrative Ministry. The Management is in the process of obtaining approval from the Central Board of Direct Taxes.
12. Career Development Scheme for the employees.		As stated at S.No. 5 above.

*216. SHRI BHAGEY GOBARDHAN : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) the increase in import bill of petroleum and petroleum products due to recent Gulf war;

(b) the likely impact on the import bill on account of the devaluation of rupee during the remaining part of 1991-92; and

(c) the steps taken to reduce the import bill ?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHAN-KARANAND) : (a) The increase in the import bill of crude oil and petroleum products imported from August, 1990 to March, 1991 due to the higher level of prices in this period as compared with the price level during April-July, 1990 was about Rs. 3,900 crores.

(b) Impact of devaluation of rupee on the oil import bill for 1991-92 will depend on the prices of crude oil and petroleum products that prevail in the international market during the year 1991-92.

(c) Efforts are being made to increase the indigenous production of crude oil during the 8th Plan alongwith increase of

the refining capacity. Besides various conservation measures, efforts are also being made to increase the use of natural gas as substitute liquid petroleum products.

[Translation]

RELEASE OF LPG CONNECTIONS

*217. SHRI RAM VILAS PASWAN :

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

(a) the period upto which the Government have released LPG connections;

(b) the number of applications pending, State-wise; and

(c) the steps being taken by the Government to clear the pending applications in view of the increasing demand ?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHAN-KARANAND) : (a) and (c) Release of LPG connections is done by the Oil Industry all over the country according to an annual programme which depends on the estimated availability of LPG during the year.

(b) The information is contained in the attached Statement.

STATEMENT

(As on 1-4-1991)

(in lakhs)

Name of the State	No. of persons on the waiting list for LPG connection
1	2
1. Andhra Pradesh	3.20
2. Arunachal Pradesh	0.06
3. Assam	0.91
4. Bihar	1.57

1	2	3
5.	Goa	0.36
6.	Gujarat	5.40
7.	Haryana	2.67
8.	Himachal Pradesh	0.25
9.	Jammu & Kashmir	0.29
10.	Karnataka	2.62
11.	Kerala	2.23
12.	Madhya Pradesh	3.38
13.	Maharashtra	1.61
14.	Manipur	0.13
15.	Meghalaya	0.10
16.	Mizoram	0.08
17.	Nagaland	0.10
18.	Orissa	0.45
19.	Punjab	3.71
20.	Rajasthan	3.40
21.	Sikkim	0.02
22.	Tamilnadu	6.14
23.	Tripura	0.17
24.	Uttar Pradesh	9.05
25.	West Bengal	5.13
<i>Union Territories:</i>		
1.	Andaman & Nicobar	0.03
2.	Chandigarh	0.78
3.	Dadra & Nagar Haveli	0.01
4.	Delhi	5.54
5.	Daman	0.03
6.	Lakshadweep	0.00
7.	Pondicherry	0.16
8.	Silvassa	0.00
9.	Diu	0.00
TOTAL		69.58

[English]

PROMOTION OF TOURISM IN KANYAKUMARI

*218. SHRI LAL K. ADVANI : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) the number of foreign tourists who visited Kanyakumari during 1989, 1990 and 1991 (January—June);

(b) the amount sanctioned for providing more facilities for tourists promotion in Kanyakumari and Vivekananda Rock Memorial during 1990-91 with details of schemes;

(c) whether any funds have been allocated for schemes for tourist promotion in Kanyakumari during the current year;

(d) if so, the details thereof; and

(e) the Government's plan for future tourist promotion at Kanyakumari ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) :

(a) According to the information available from the State Government, the number of foreign tourists who visited Kanyakumari during 1989, 1990 and the first six months of 1991 are as given below :—

Year	Number of foreign tourists
1989	30058
1990	32186
1991 (Jan-June)	13889

(b) During the year 1990-91, an amount of Rs. 10 lakhs was sanctioned by the Ministry for the improvement of tourist facilities at Kanyakumari.

(c) to (e) : Financial assistance for the development of tourism infrastructure is being provided by the Central Government on the basis of specific proposals received from the State Governments, subject to availability of funds and relative merits of the schemes. During the current financial year, the following schemes have been sanctioned by the Central Government for tourism promotion at Kanyakumari :—

(i) Beautification of beach at Kanyakumari.

(ii) Improvement of facilities at Hotel Tamil Nadu, Kanyakumari.

DEMAND AND SUPPLY OF PETROLEUM PRODUCTS

*219. **SHRI PRAKASH BAPU VASANTRAO** : Will the Minister of

PETROLEUM AND NATURAL GAS be pleased to state :

(a) the gap between demand and supply of petroleum products at present; and

(b) the details of the indigenous production and their import to meet the shortfall ?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND) : (a) and (b) The consumption of petroleum products during 1990-91 was 54.77 million tonnes. The availability as per present estimates during 1991-92 would be about 56.8 million tonnes. As at present 9.6 million tonnes of petroleum products and 19.6 million tonnes of crude oil is planned to be imported during 1991-92.

POWER CONNECTIONS IN DELHI

*220. **SHRI MADAN LAL KHURANA** : Will the Minister of **POWER AND NON-CONVENTIONAL ENERGY SOURCES** be pleased to state :

(a) whether the attention of the Government has been drawn to the news item captioned "Power connection racket busted" appearing in the 'Economic Times' dated September 11, 1990:

(b) if so, whether any enquiry has been conducted regarding such power connections in Delhi; and

(c) if so, the action taken or proposed to be taken against the persons involved ?

THE MINISTER OF STATE IN THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI) : (a) to (c) The said news item relates to the incident of fire which had occurred on the 15th January, 1990 in a jhuggi jhopri Colony named as Sanjay Amar Colony, near Old Railway Bridge, Yamuna Pushta, Delhi.

The enquiry into the matter was carried out by the Delhi Administration. The Inquiry Officer has concluded that the fire had started due to short circuit in a Switch board installed in the Jhuggi occupied by one Shri Abdul Kalam. The Enquiry Officer has also observed that most of the Jhuggies have taken illegal electric connections with the connivance of DESU Staff and possibly the police. No particular DESU employee has been specified in the Inquiry Report for alleged connivance in providing the illegal connections in the said J. J. Colony. The findings of the Inquiry Officer have been referred to the Vigilance Department of DESU.

(c) when these air services are likely to be restored ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) to (c) For commercial and operational reasons, Vayudoot services on the route Bombay Surat-Udaipur-Delhi have been withdrawn. There is no possibility of restoration of these services at the present juncture.

[*Translation*]

DEVELOPMENT OF TOURISM IN BIHAR

*223. SHRI KAMLA MISHRA MADHUKAR : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the Government have considered exploring the possibilities of development of tourism in East Champaran of Bihar in view of widespread natural beauty and places of historical and tourist importance;

(b) whether the Government have any scheme to provide lodging facilities for tourists at Kesria, Peepra, Areraj, Motihari, Jheel and on the road leading to Nepal;

(c) whether the Government have any proposal to develop Moti Jheel in Motihari, construct a hotel in the Jheel and to provide a motel at Areraj;

(d) if so, the details thereof; and

(e) if not, the reasons therefor ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) to (e) Development of tourism infrastructure is primary responsibility of the State Government. However, the Central Government extends financial assistance to State Governments on the basis of specific proposals received from them for development of tourism infrastructure, their merits, availability of funds and inter-se-priority.

CONSTRUCTION OF OIL TERMINAL AT PARADIP PORT

*221. SHRI LOK NATH CHOUDHURY :

DR. KARTIKESWAR PATRA :

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

(a) whether there is any proposal before the Government for construction of an oil terminal at Paradip Port; and

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

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND) : (a) and (b) IOC propose to construct a Marketing Terminal at Paradip Port with a tankage of 1 lakh kilo liters at an estimated cost of Rs. 43 crores. Hindustan Petroleum Corporation propose to put up a 40,000 KL tankage at an estimated cost of Rs. 8 60 crores.

CLOSURE OF VAYUDOOT SERVICES

*222. SHRI KASHIRAM RANA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the Government are aware that Bombay-Surat-Bhavnagar-Bombay and Bombay-Surat-Udaipur-Delhi Vayudoot services have been closed for the last three months;

(c) if so, the reasons therefor; and

No proposal for Central financial assistance has been received from the Govt. of Bihar for development of Tourism facilities at Kesria, Peepra, Areraj, Motihari, Jheel and on the road leading to Nepal.

[English]

GAS PRICING

*224. SHRI RATILAL KALIDAS VARMA :

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

(a) whether the Government of Gujarat has submitted any comments on Kelkar Committee's recommendations regarding gas pricing;

(b) if so, the details thereof; and

(c) the latest position in this regard ?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND) : (a) to (c) Representations have been received from time to time from the Government of Gujarat regarding the recommendations of the Kelkar Committee. These are considered while taking decisions on the recommendations.

APPOINTMENT IN GROUND SERVICES DEPARTMENT OF AIR INDIA

*867. SHRI SANAT KUMAR MANDAL : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the Ground Services Department (G.S.D.) of the Air India was carved out of its Engineering Department; and if so, when;

(b) the initial strength of Senior Officers viz., Manager, Deputy Director and Director as on October 1, 1990;

(c) whether any Rules had been framed for appointment to the posts of Deputy

Director and Director and if so, when it was published in the gazette of India;

(d) if not, the reasons therefor; and

(e) the manner in which appointment to these posts had been made in the past and at present ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) Yes, Sir. It was done in September, 1971.

(b) The strength of Managers and above as on 1st October, 1990 was 24.

(c) to (e) Appointment to the post of Director is on the basis of merit with the approval of the Board of Directors. The appointment to the post of Deputy Director is made either by horizontal transfers or internal promotion. The promotion policy and procedures have been laid down by Air India. Such circulars are not published in the Gazette of India.

FOREIGN EXCHANGE EARNINGS FROM TOURISM

868. SHRI VIJAY NAVAL PATIL : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) the amount in foreign exchange earned from tourism during 1989-90 and 1990-91; and

(b) the steps taken to earn more foreign exchange from tourism in future ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) The foreign exchange earnings from tourism during 1989-80 and 1990-91 are provisionally estimated to be Rs. 2456 crores and Rs. 2444 crores respectively.

(b) The steps taken include continuous upgradation of tourism infrastructure in the country and strengthening of marketing efforts in the overseas markets.

MEDICAL FACILITIES IN RAILWAY HOSPITALS IN KARNATAKA

869. SHRI M. V. CHANDRASHEKARA MURTHY : Will the Minister of RAILWAYS be pleased to state :

(a) Whether there is an increasing number of complaints against railway hospitals and medical centres in Karnataka in providing proper medical services to railway employees;

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

(c) what further steps are being contemplated to reduce the number of complaints; and

(d) the details of railway hospitals in Karnataka alongwith their bed capacity, number of doctors, details of medical equipment available in each such hospitals and details of latest equipment that are in the process of procurement ?

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

(b) Does not arise.

(c) Does not arise.

(d) Railway Hospitals	Bed Strength	No. of doctors
1. Divisional Railway Hospital, Mysore.	83	22
2. Sub-Divisional Railway Hospital, Ashokapuram.	26	
3. Divisional Railway Hospital, Bangalore City.	50 (30 in operation)	13
4. Wheel and Axle Plant Hospital, Yelahanka, Bangalore.	30	7
5. Divisional Hospital, Hubli.	174	24

Equipments for diagnosis, investigation, laboratory (including semi auto analyser) and treatment (including monitors, operation theatre and physiotherapy) are available in all the above hospitals. For special investigations, equipments like Bronchoscope, Ultra-Sound machines, Spirometers and Tread mill are available at selected Hospitals.

The procurement and expansion of medical facilities would depend on the provision of funds and finalization of Eighth Five Year Plan which is awaited.

COAL LINKAGE POLICY FOR THERMAL POWER STATIONS

870. SHRI J. CHOKKA RAO : Will the Minister of COAL be pleased to state :

(a) whether the coal linkage policy of the Union Government for various thermal power stations from the coalfields situated outside the State is causing disruption in the power generation;

(b) whether the Government have any plan to link the coalfields in a State to the respective thermal power stations in that State to save transport costs and timely supplies and then export the surplus to other States;

(c) if so, the details thereof; and

(d) if not, the reasons therefor ?

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S. B. NYAMAGOUDA) : (a) to (d) : No, Sir. Under the present arrangements Thermal Power Stations are being linked to coal mines on long-term basis by the Standing Linkage Committee (Long-Term) after considering factors like quantity, quality of coal availability, existing linkages, transport logistics, time-frame of coal requirement, development plan for the coal mine etc. This Standing Linkage Committee is functioning in the Ministry of Coal and it comprise of representatives

from the Railways, Planning Commission, Ministry of Power, Central Electricity Authority and the coal companies etc. 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 be always possible to provide coal linkage from the mines in that State itself. The whole linkage exercise is an attempt towards optimising the coal supply within overall constraints and other influencing factors mentioned above. Wherever any modifications in long-term linkages become necessary, the same is carried out by another Standing Linkage Committee (Short-Term) which meets once every quarter and on which Ministry of Railways, Power and all Electricity Boards are represented.

EXPANSION OF CALICUT AIRPORT RUNWAY

871. SHRI E. AHAMED : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state the steps taken by the Government to extend the run-way of Calicut Airport in order to have more flights connecting Calicut with Hyderabad, Trivandrum, Bangalore and Madras ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : For extension of runway at Calicut airport for Airbus A-300 operations, a feasibility study has been carried out by the National Airports Authority. The study has revealed that the extension of the runway involves extensive cutting of hills and filling up of valleys which is highly cost and time intensive. The estimated cost is of the order of Rs. 50 crores. The National Airports Authority is not in a position to take up this project due to severe financial constraints. The existing airport is, however, suitable for Boeing-737 and Airbus-320 aircraft operations.

Indian Airlines has no plans to connect Calicut with Hyderabad, Trivandrum, Bangalore and Madras.

ANGAMALY-KUMALY-THEKKADY RAILWAY LINE

872. SHRI PALA K. M. MATHEW : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to conduct a survey for a hill railway line through the middle of the Idukki district in Kerala from Angamaly to Kumaly-Thekkady; and

(a) if so, the details thereof ?

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

(b) Does not arise.

SETTING UP OF A CRUDE TAR UNIT OF JAKHPURA, ORISSA

873. DR. KARTIKESHWAR PATRA : Will the Minister of COAL be pleased to state :

(a) whether the Government of Orissa has represented to the Union Government in response for setting up of a Metallurgical coke unit at Jakhapura in Orissa for creation of further capacity for manufacture of Crude Tar;

(b) whether the Government still plan to set up the unit considering the adequate availability of raw material and infrastructural facilities; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S. B. NYAMAGOUDA) : (a) to (c) Industrial Development Corporation of Orissa Limited had filed an application in 1989 for grant of Industrial Licence for manufacture of metallurgical Coke, tar etc. at Jakhapura, Orissa. The proposal was based on partly imported and partly indigenous coking coal. It was initially rejected due to demand constraints. On representation of the State Government the matter is under reconsideration in Department of Industrial Development.

DOUBLING OF ERNAKULAM-TRIVANDRUM LINE

874. **SHRI KODIKKUNNIL SURESH :** Will the Minister of RAILWAY be pleased to state the details of progress made so far in doubling of Ernakulam-Trivandrum line?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : On Ernakulam-Trivandrum section of Southern Railway, an alternative BG line has been proposed for construction between Ernakulam-Kayankulam. Of this Ernakulam-Alleppey (57 kms.) has already been commissioned on 15-10-1989. Alleppey-Kayankulam (43 kms.) is targetted for opening in 1991-92. When completed, it will provide two single lines between Ernakulam and Kayankulam—one via Alleppey and the other via Kottayam—the existing route. Doubling between Kayankulam and Quilon (41 kms.) was approved in the Budget for 1989-90 and the work already taken up. Doubling between Quilon-Trivandrum (65 kms.) has been included in the Budget for 1990-91. Completion of doubling on Kayankulam-Quilon-Trivandrum will depend upon the availability of resources in the coming years.

LINKING OF PUTTAPARTHI AIRPORT WITH OTHER AIRPORTS

875. **SHRI GANGADHAR SANI-PALLI :** Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether there is any proposal to link Puttaparthi Airport in Andhra Pradesh with any other airports; and

(b) if so, the details thereof ?

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

(b) Does not arise.

INSTALLATION OF COMPUTERS AT KOTA JUNCTION

876. **SHRI DAU DAYAL JOSHI :** Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government have any proposal to instal computers at Kota junction; and

(b) if so, by when ?

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

(b) Does not arise.

[*Translation*]

LPG CONNECTIONS FROM MP'S QUOTA

877. **SHRI UPENDRA NATH VERMA :** Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether cooking gas connections have not been released to those in respect of whom orders had been issued by the Government from MP's quota during the year 1990-91 against their recommendations;

(b) if so, the reasons therefor;

(c) whether the Government propose to take action in this regard; and

(d) if so, when ?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND) : (a) to (d) Some pending cases are being looked into.

[*English*]

BEED-PARLI VAJNATH RAILWAY LINE

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

(a) the criteria adopted for sanctioning a new railway line;

(b) whether it is a fact that Maharashtra Government had recommended Beed-Ahmedabad-Parli Vajnath railway line long back;

(c) if so, the reasons for not sanctioning the above railway line;

(d) whether the Government propose to raise funds for this project as in the case of Konkan Railway project;

(e) if so, the details thereof; and

(f) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) The National Transport Policy Committee (NTPC) in their Report submitted in May, 1980 had recommended the following criteria for new line projects.

(i) Project-oriented lines to serve new industries tap mineral or other resources.

(ii) To serve as a missing link which can form alternative routes to relieve the congestion on existing busy rail routes.

(iii) On strategic considerations.

(iv) As developmental lines to establish new growth centres or give access to remote areas.

(b) and (c) Government of Maharashtra had recommended Ahmednagar-Bir-Parfi Vajinath new BG line project. However, as the survey carried out in 1990 has revealed inadequate traffic prospects and due to severe resource crunch faced by the Railways, the same could not be considered for taking up.

(d) No, Sir.

(e) Does not arise.

(f) While approving Konkan Railway Corporation the Ministry of Finance has laid down that no such Corporation would be formed during the 8th Plan.

[Translation]

INTRODUCTION OF NEW TRAIN ON NARKATIAGANJ-BARAUNI DIVISION

879. SHRI NAWAL KISHORE RAI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to introduce a new train on Narkatiaganj-Barauni section in view of heavy rush of railway passengers; and

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

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

(b) Does not arise.

[English]

ADDITIONAL TRAINS DURING KUMBHAMELA AT NASIK

880. DR. VASANT PAWAR : Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any proposal to run additional trains to facilitate pilgrims during the ensuing Kumbhamela at Nasik; and

(b) if so, the details thereof ?

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

(b) The extra rush of traffic will be cleared by attaching additional coaches to regular trains and/or by running special trains to the extent feasible and justified.

KALVA-TURBHE RAILWAY LINE

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

(a) whether the construction of Kalva-Turbhe railway line near Bombay has been completed;

(b) whether the Government propose to take over this line and commission it for goods traffic;

(c) if so, the details thereof; and

(d) whether this line is also proposed to be augmented for commuter traffic ?

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

(b) Yes, Sir.

(c) The railway line is agreed to be taken over by the Railway on lease terms under an agreement to be executed by Railway and CIDCO|State Government of Maharashtra.

(d) No, Sir.

APPOINTMENT OF TRAFFIC ASSISTANTS BY INDIAN AIRLINES

882. SHRI RAM PRASAD SINGH :

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

(a) whether an interview was called on 28-29th December, 1989 for the post of Traffic Assistants by the Indian Airlines (South region), Delhi and a panel of successful candidates was formed;

(b) whether no candidate has been appointed so far from the said panel and instead persons from the Vayudoot Services are being appointed;

(c) if the reply to parts (a) and (b) be in the affirmative, the reasons therefore; and

(d) the time by which appointments are likely to be made from the existing panel ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) to (d) No interviews were held for the post of Traffic Assistant in the Southern Regional

Office of Indian Airlines on 28-29th December, 1989. Interviews were, however, held for the post of Assistants (Including Traffic Assistants) in the Northern Region Office during December, 1989 and January, 1990 and a panel of successful candidates was prepared. From this panel, 11 candidates have already been appointed to the post of Traffic Assistant.

ALLOTMENT OF LPG AGENCIES AND PETROL, DIESEL OUTLETS

883. SHRI SYED SHAHABUDDIN :
SHRI HARI KISHORE SINGH :
Will the Minister of PEROLEUM AND NATURAL GAS be pleased to state :

(a) the number of LPG agencies and petrol|diesel outlets allotted during the last three years, and the criteria adopted therefor ;

(b) whether the Government have stopped action on the letters of intent issued earlier for allotment of out-of-turn distributor-ships of LPG, petrol and diesel;

(c) if so, the reasons therefor;

(d) the number of such distributorships programmed for 1991-92, by various oil companies, State-wise and Company-wise;

(e) the brief particulars of the places selected for Bihar, districtwise; and

(f) the present status of the programme under implementation for 1990-91 in Bihar ?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAD) : (a) to (c) During the last three years 581 LPG distributorships and 883 RO dealerships have been allotted. No stay orders have been issued in respect of out of turn discretionary allotments made earlier.

(d) to (f) Information will be collected and will be laid on the Table of the House.

[*Translation*]

**CONVERSION OF AUNRIHAR-
CHHAPRA LINE**

884. **SHRI VISHWANATH SHASTRI** : Will the Minister of RAILWAYS be pleased to state :

(a) the progress made so far in the conversion of Aunrihar-Chhapra railway line into broad-gauge; and

(b) by when it is likely to be completed ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) Progress as on 30-6-1991 is 6%.

(b) it is likely to be completed in 1993-94.

[*English*]

RESERVATION OF POSTS IN DESU

885. **SHRI DHARAM PAL SINGH MALIK** : Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state :

(a) the number of posts of Legal Officer, Asstt. Legal Officer, Legal Assistants in the Delhi Electric Supply Undertaking and the number of posts reserved for Scheduled Castes and Scheduled Tribes in each category;

(b) whether the posts reserved for SC/STs are not being filled up in each category;

(c) if so, the number of reserved posts vacant in each category; and

(d) when these posts are likely to be filled up ?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI) : (a) to (d) : DESU has a sanctioned strength of 1 Legal Officer, 7 Assistant Legal Officers and 17 Legal Assistants. Out of these posts, one post each is reserved for SC

and ST respectively in the category of Assistant Legal Officer. Reservation is not applicable in the category of Legal Officer as it involves promotion within Group 'A' posts, and Legal Assistants which are filled in by deputation/transfer. However, to give fair representation, 3 posts have been earmarked for SC and 2 for ST in the category of Legal Assistant. At present, one post each for SC and ST is vacant in the category of Assistant Legal Officer and 2 posts of ST are vacant in the category of Legal Assistant. The reserved posts would be filled by DESU in accordance with the relevant rules when suitable candidates in SC/ST category are available.

**REVISED TIMING OF BOKARO-
MADRAS EXPRESS**

886. **SHRI SRIBALLAV NANIGRAHI** : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government are aware of the difficulties faced by passengers from Orissa due to revised timing of Bokaro-Madras Express after its extension to Kerala; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) No, Sir. The revised timings are more convenient.

(b) Does not arise.

**DIVISIONAL HEADQUARTER AT
RANGIYA**

887. **DR. JAYANTA RONGPI** : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to establish a divisional headquarter at Rangiya on North East Frontier Railway;

(b) if so, the steps being taken 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) In view of the severe financial constraints, the Railways are not considering creation of any new Division for the present.

DEVELOPMENT OF HOWRAH RAILWAY STATION

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

(a) whether the Government have any plan to develop/modernise the Howrah railway station; and

(b) if so, the details thereof ?

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

(b) Howrah in one of the 67 Stations selected to be developed as Model Stations. Works relating to provision of water coolers public address system, train indicator boards, augmentation of filtered water supply, provision of additional toilet facilities and modernisation of existing toilet facilities, repairs to platforms, provision of a 100 bedded Rail Yatri Niwas have been completed. Works of construction of Mezzanine floor at North concourse for booking counters, extra waiting hall, refreshment room, stalls on platforms No. 8, 9 and concourse, provision of pavement on platform No. 7, washable apron on platform line No. 8, 9, additional exit from goods shed by providing flyover connecting Bankim Sethu, and various other works relating to the modernisation scheme are in progress.

[Translation]

ELECTRIFICATION OF RAILWAY LINES IN ORISSA

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

(a) whether the Government propose to electrify the railway lines in Orissa during the current year; and

(b) if so, the names of railway lines which are proposed to be electrified and by when ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) and (b) Electrification of Orga-Bimlagarh-Barswan, Bimlagarh-Rangra (a part of electrification of Bokaro Steelcity-Muri-Hatia-Bondamunda-Bimlagarh-Kiriburu|Barsuan scheme) falling in Orissa has been included in the Railway Budget for 1991-92 as a new work.

890. SHRI SURYA NARAYAN YADAV : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Government propose to introduce LPG based transport-system in view of increasing pressure on transport in the country;

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

(c) if not, the reasons therefor ?

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

(b) Does not arise.

(c) The use of LPG as a fuel in the transport sector is not being considered as its indigenous production is inadequate to meet the demand of the household sector.

[English]

POWER RESOURCES OF HIMALAYAN RIVERS

891. SHRI HARI KISHORE SINGH : Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state :

(a) whether any efforts have been undertaken by the Union Government to seek cooperation of the Government of Nepal to tap power resources of the Himalayan rivers;

(b) if so, the details thereof; and

(c) if not, the reasons therefor ?

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

(b) With a view to promote cooperation between India and Nepal for tapping hydro-power resources of the Himalayan rivers, the two countries have set up a Sub-Commission on Water Resources at Secretary level. Two meetings of the Sub-Commission have been held so far. Various Committees like Committee on Karnali and Joint Group of Experts for Pancheswar Project have also been set up under the Sub-Commission for promoting various hydro-power projects.

(c) Does not arise.

POWER GENERATION IN BUNDELKHAND REGION

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

(a) whether the Government have any scheme to generate power in Bundelkhand region;

(b) if so, whether adequate natural resources for this purpose are available; and

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

THE MINISTER OF STATE IN THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI) : (a) to (c) The information is being collected and will be laid on the Table of the House.

[Translation]

EXTRACTION OF COAL

893. DR. LAXMINARAYAN PANDEYA : Will the Minister of COAL be pleased to state :

(a) the quantity of coal extracted from various coal mines in Madhya Pradesh during 1989-90 and 1990-91;

(b) the amount of royalty given to the Madhya Pradesh Government and the rate thereof; and

(c) the amount of royalty being given to the Bihar Government on coal production during the period and the rates thereof ?

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S. B. NAYAMACOUDA) : (a) Coal production from various coal mines in Madhya Pradesh during 1989-90 & 1990-91 was 59.79 m.t. and 65.24 m.t. (Provisional) respectively.

(b) and (c) The rates of royalty on coal are same for the States of Bihar and Madhya Pradesh. The rates however vary according to grade of coal. The average rate of royalty on coal is Rs. 5.30 per tonne. The amount of royalty paid to Government of Madhya Pradesh and Government of Bihar during 1989-90 and 1990-91 were as under :--

States	Royalty paid (Rs. crores)	
	1989-90	1990-91
Madhya Pradesh	23.03	26.36
Bihar	27.93	28.99

DEVELOPMENT OF TOURIST SPOTS IN AURANGABAD

894. SHRI MORESHWAR SAVE :

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

(a) whether there is any scheme under consideration of the Government for the development of Ajanta, Ellora and Daulatabad tourist spots in Aurangabad;

(b) if so, the total expenditure likely to be incurred thereon and the amount of financial assistance proposed to be given;

(c) the progress, if any, made in this regard so far; and

(d) if not, the reasons therefor ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) to (d) Yes, Sir. A project proposal has been received from the Government of Maharashtra for the development of tourist spots in the Aurangabad district. The proposal has been posed to the Overseas Economic Cooperation Fund of the Government of Japan and is under their consideration.

[*English*]

PRIVATISATION OF POWER GENERATION IN HIMACHAL PRADESH

895. **SHRI KRISHAN DUTT SULTANPURI :** Will the Minister of **POWER AND NON-CONVENTIONAL ENERGY SOURCES** be pleased to state :

(a) whether any private companies have approached the Government of Himachal Pradesh to set up hydel power projects in the State;

(b) if so whether their proposals have been considered and sanction accorded to any of their schemes;

(c) if so, the details thereof;

(d) whether the Union Government propose to give any subsidies to such companies in this regard; and

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

THE MINISTER OF STATE IN THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI) : (a) to (c) Yes, a total of 45 private sector companies/industries have approached Himachal Pradesh Government to set up Hydel Pro-

jects in H. P. The proposals are under consideration of the Himachal Pradesh Government.

(d) No, Sir.

(e) Does not arise.

[*Translation*]

PROCUREMENT OF WAGONS

896. **SHRI TEJ NARAYAN SINGH :** Will the Minister of **RAILWAYS** be pleased to state :

(a) The unit-wise wagon manufacturing capacity in the Public and Private Sectors and present in the country, separately and the extent to which this capacity was actually utilised during the years 1988-89 and 1989-90;

(b) the percentage of purchase orders of wagons likely to be placed with the Public Sector Units; and

(c) the unit-wise number of wagons for which purchase orders are likely to be placed with Public and Private Sectors ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) A statement is attached.

(b) For 1991-92, orders have been placed planning off-take of 55% of the total on the Public Sector Units.

(c) Out of 25,120 wagons in terms of Four Wheelers targetted for production during 1991-92, 23,840 are planned for manufacture by the Industry and the balance 1280 by the Railway Workshops. Public and Private Sector Units have been allocated a total 13112 (55%) and 10728 (45%) wagons in terms of Four Wheelers, respectively.

STATEMENT

(Figures in 4-Wheeler Units)

Name of Firm	Licensed Annual Capacity	No. of wagons manufactured (capacity utilisation) during	
		1988-89	1989-90
A. PUBLIC SECTOR			
1. Bharat Wagon & Engg. Co. Ltd., Muzaffarpur.	2000	927*	1000
2. Bharat Wagon & Engg. Co. Ltd., Mokameh.	2000	1160*	1312.5
3. Braithwaite & Co. Ltd., Calcutta	3000	2359.5*	2415.5*
4. Burn Std. Co. Ltd., Howrah	4750	2820	2820
5. Burn Std. Co. Ltd., Burnpur	3911	3064*	3125
6. Jessop & Co. Ltd.,	3279	540*	625*
B. PRIVATE SECTOR			
7. Cimco Limited	3839	1968.5	2712
8. Hindustan General Ind. Ltd.	2000	877.5	1000
9. Modern Industries Ltd.	2000	830	1275
10. Texmaco Limited	4800	4943	4357.5
11. Hindustan Development Corp.	4056	1527.5	2262.5
Total Industry	35635	21019	22905
Total Railway Workshops		516	721
GRAND TOTAL	35635	21535	23626

*The orders placed were higher, but the Firms could not achieve their targets.

WATER GAMES IN HIMACHAL PRADEH

897. PROF. PREM DHUMAL : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the Government are considering any comprehensive scheme to attract more tourists by making arrangements for water games in the lakes of Govind Sagar and Pong Dam of Bhakra Dam in Himachal Pradesh;

(b) if so, the time by which the work on these projects is likely to be started; and

(c) by what time facilities for these water-games are proposed to be provided there ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) No, Sir. The Development of Tourism is primarily the responsibility of the State Governments. However, the Central Government extends financial assistance on the basis of specific proposals received from them, availability of funds and inter-se priority. There is presently no scheme under consideration by the State Government to attract more tourists by making arrangement for water games in the lakes of Gobind Sagar and Pong Dam of Bhakra Dam in Himachal Pradesh.

(b) and (c) Does not arise.

RE-INSTATEMENT OF RAILWAY COOLIES IN BIHAR

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

(a) the number of licenced coolies working at Patna, Gaya, Bhakhtiarpur, Jahanabad, Taregana and Fatuhan stations, staion-wise;

(b) whether the licences of some of the coolies have been cancelled;

(c) if so, the number thereof and the reasons therefor;

(d) whether the Government propose to review their cases; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (**SHRI MALLIKARJUN**) : (a) The number of licenced porters working at Patna, Gaya, Bhakhtiarpur, Jahanabad, Taregana and Fatuhan stations is 370, 200, 60, 26, 14 and 25 respectively.

(b) No licence has been cancelled at these stations.

(c) to (e) Do not arise.

BROAD GAUGE LINK TO STATE CAPITALS

899. **SHRI GIRDHARI LAL BHAR-GAVA** : Will the Minister of RAILWAYS be pleased to state :

(a) the names of State capitals not linked with broad gauge lines;

(b) whether the Government propose to link Jaipur with broad gauge rail line; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (**SHRI MALLIKARJUN**) : (a) The following State capitals are not connected with BG lines :

(i) Srinagar

(ii) Simla

(iii) Itanagar

(iv) Kohima

(v) Imphal

(vi) Gantok

(vii) Aizwal

(viii) Agartala

(ix) Shilong

(x) Jaipur

(xi) Panaji.

(b) and (c) At present the work of conversion of Sawaimadhampur-Jaipur NG line into BG, laying of parallel BG line from Jaipur to Phulera and conversion of Phulera-Bikaner (Lalgarh)-Merta Road are in progress. With the completion of these projects, Jaipur will get linked with BG lines.

[English]

INVESTIGATION REPORT ON AIRBUS A-320 CRASH AT BANGALORE

900. **PROF. K. V. THOMAS** : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the complete investigation report on the Bangalore Airbus A-320 crash has been received; and

(b) if so, the major findings and recommendations thereof ?

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

(b) The Report of the Court of Inquiry, along with the Government's decisions thereon, has been tabled in the House on 10th January, 1991.

[Translation]

SHORTAGE OF ELECTRICITY IN DELHI

901. **SHRI SAJJAN KUMAR** : Will the Minister of POWER AND NON-CON-

VENTIONAL ENERGY SOURCES be pleased to state :

(a) whether the people of Delhi are facing acute shortage of electricity which is also affecting the industries as a result of which the country is incurring heavy loss; and

(b) if so, the reasons for the continuous shortage of electricity and the details of the steps taken so far to remove this shortage and the outcome thereof

THE MINISTER OF STATE IN THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI) : (a) and (b) The shortfall of 1.5% in the availability of energy and 3.7% to 10.1% in the peak load in Delhi during April-June, 1991 were met by suitable load management and enforcing peak period restrictions on industries.

The steps taken to improve the power supply position in Delhi include strengthening and augmentation of transmission and distribution system of various voltage levels, installation of 3x34.07 MW Waste Heat Recovery Units at the existing Gas Turbines of DESU and a 400 KV Transmission Ring around Delhi. Setting up of a 800 MW Gas based Power Station in Delhi is also envisaged in the 8th Plan subject to the availability of resources.

[English]

VAYUDOOT SERVICES IN MADHYA PRADESH

902. **SHRI S. B. SINGH :** Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the Government propose to review the Vayudoot services in Madhya Pradesh;

(b) if so, the details thereof; and

(c) if not, the reasons therefor ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV

RAO SCINDIA) : (a) to (c) For commercial and operational reasons, Vayudoot has been forced to reduce its network drastically in various States of the country. There is no proposal to extend the services of Vayudoot.

ADMINISTRATION OF THIRUVANANTHAPURAM INTERNATIONAL AIRPORT

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

(a) whether there is any differences between the International Airports Authority of India and the National Airports Authority on the administration of the Thiruvananthapuram Airport;

(b) if so, the steps taken by the Government to resolve the differences; and

(c) the details of foreign airlines operating to and from the Thiruvananthapuram airport ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) There is no differences between the International Airports Authority of India and the National Airports Authority on the administration of the Thiruvananthapuram Airport.

(b) Does net arise.

(c) Gulf Air and Air Sri Lanka are operating to and from the Thiruvananthapuram Airport.

IMPORT OF PETROLEUM

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

(a) the quantity of petroleum imported during 1990 and how much of it has come from the Islamic countries;

(b) the year-wise projected imports and indigenous production of petroleum by 2001 AD;

(c) whether feasibility study has been made to reduce consumption of petroleum oil by an accelerated growth of indigenous power generation; and

(d) if so, the details thereof ?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND) : (a) About 20.80 MMT crude oil was imported during 1990. Crude Oil imports are effected both under Term Contracts and through Spot purchases. Spot purchases are not always relatable to specific countries.

(b) The imports and indigenous production of crude oil by 2001 AD will depend on the materialisation of the planned projects and the level of demand.

(c) and (d) Certain on going programmes like Rural electrification, Railways electrification and efforts being made in the direction of development of renewable sources of energy are expected to lead to savings in the consumption of petroleum products.

[*Translation*]

STOPPAGE OF NEW TRAINS AT RATLAM

905. SHRI DILEEP SINGH BHURIA : Will the Minister of RAILWAYS be pleased to state:

(a) whether two new trains services are being introduced between Delhi and Bombay;

(b) whether there is a demand for providing stoppage of these trains at Ratlam junction; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) 2953/2954 New Delhi-Bombay A.C. Express (Tri-weekly) have been introduced w.e.f. 1-7-1991.

(b) Yes, Sir.

(c) The Stoppage is not being provided.

[*English*]

PROVIDING OF HALT AT STATIONS (THANE DISTRICT)

906. PROF. RAM KAPSE : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to provide halt at Dombivli Station (Thane District) for all passenger trains and at Thane station for all mail/express trains to and from Bombay VT for the benefit of passengers.

(b) if so, by when; 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) Due to operational exigencies.

SETTING UP OF GAS BASED POWER PLANT IN MADHYA PRADESH

907. SHRI DIGVUAYA SINGH : Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state :

(a) whether a 550 Km. long gas pipeline passes through Madhya Pradesh;

(b) if so, whether the proposal to set up gas based power plants in the State is pending approval and if so, since when; and

(c) the time by which sanction is likely to be accorded for setting up of gas based power plants in Madhya Pradesh ?

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

(b) Madhya Pradesh have in August '90 submitted a project report for installation of a 817 MW gas based power station in Bhandar Tehsil of District Gwalior. The project envisages the use of gas from HBJ pipeline.

(c) Certain inputs such as compliance of Section 29 of ES Act, 1948, gas linkage, environmental (Centre), environmental (State), water availability, National Airports Authority etc. have not been tied up by the State Government. The scheme can be considered for techno-economic clearance of CEA only when all the necessary inputs for the Gwalior GTCC TPS are tied-up.

RAIL LINK FROM BHADRAK TO PARADEEP

908. SHRI ANADI CHARAN DAS : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any demand for linking Bhadrak with Paradeep via Jaipur Town and Kendrapara (South-Eastern Railway);

(b) if so, the details thereof;

(c) whether any survey has been conducted or proposed to be conducted for this route;

(d) if so, the details thereof; and

(e) if not, the reasons therefor ?

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

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

(e) At the beginning of 1991-92, Railways had on hand 24 new line projects totalling 2070 km and 1' gauge conversion projects for 2118 km. The balance of funds required for their completion is about Rs. 3,005 crores. The outlay provi-

ded by the Planning Commission is Rs. 250-300 crores a year for these projects. At this rate it would take several years to complete even the on-going schemes. As such it would be difficult to take up the above work. Under the circumstances no useful purpose will be served by carrying out survey for the proposed line at present.

OFFSHORE OIL DRILLING BY PRIVATE COMPANIES

909. DR. C. SILVERA : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether certain companies involved in off-shore oil drilling have been pressurising the Oil and Natural Gas Commission (ONGC) to change the tender evaluation norms;

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

(c) the benefits to be enjoyed on relaxation of these norms ?

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

(b) and (c) Do not arise.

NEW ITEM CAPTIONED "AIRLINES—A MESS FOR SCINDIA TO CLEAR"

910. SHRI ASHOK ANANDRAO DESHMUKH : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the attention of the Government has been drawn to the news item captioned "Airlines—A mess for Scindia to clear" appearing in the "Hindustan Times" dated July 8, 1991; and

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

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

(b) Many of the issues raised in the article deserve close attention. Action has been initiated to improve the functioning of our airlines.

SC/ST OFFICIALS IN RAILWAYS

911. SHRI SOMJIBHAI DAMOR : Will the Minister of RAILWAYS be pleased to state :

(a) the number of General Managers and Additional General Managers working in the Railways and the number out of them belonging to Scheduled Castes and Scheduled Tribes;

(b) the number of Principal Heads of departments and Divisional Railway Managers and the number out of them belonging to Scheduled Castes and Scheduled Tribes;

(c) whether there are senior and eligible officers from Scheduled Castes and Scheduled Tribes who have not been given the opportunity of Divisional Railway Managers; and

(d) if so, the action proposed to be taken in this regard ?

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

(a) Number of General Managers and equivalent	.. 19
Number of Scheduled Castes	.. 1
Number of Scheduled Tribes	.. Nil
Number of Additional General Managers	.. 9
Number of Scheduled Castes	.. Nil
Number of Scheduled Tribes	.. Nil
(b) Number of Principal Heads of the Departments	.. 22
Number of Scheduled Castes	.. 2
Number of Scheduled Tribes	.. 2
Number of Divisional Railway Managers	.. 57

Number of Scheduled Castes .. Nil

Number of Schedule Tribes .. Nil

(c) Suitable, senior and eligible officers from Scheduled Castes and Scheduled Tribes community have been given the opportunity of posting as Divisional Railway Manager.

(d) Does not arise.

AIR SERVICES FROM GUWAHATI TO CALCUTTA VIA DHOBRI

912. SHRI NURUL ISLAM : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Dhubri in Assam is one of biggest British built aerodroms in the country;

(b) if so, whether the Government propose to utilize it for greater public interest and if not, the reasons therefore;

(c) whether to utilize the said airport, the Government propose to link Guwahati to Calcutta via Dhubri and Guwahati to Delhi via Dhubri by air; and

(d) if so, the steps proposed to be taken in this regard ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) to (d) There is no operational airport in Dhubri fit for operation of civilian passenger aircraft. Indian Airlines and Vayudoot do not have any proposal to airtlink Dhubri.

EXTENSION OF RAIL LINE FROM DINDIGUL TO MADURAI

913. SHRI C. K. KUPPUSWAMY : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a proposal to extend the broadgauge line from Dindigul to Madurai in Tamil Nadu;

(b) if so, when will it be implemented; and

(c) if not, the reasons therefor ?

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

(b) 1992-93.

(c) Does not arise.

[*Translation*]

CLOSURE OF LPG AGENCIES

914. **SHRI RAJVEER SINGH :** Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) the number of LPG agencies lying closed at present, companywise and State-wise;

(b) the irregularities for which these have been closed, State-wise and whether

the Government propose to review these agencies;

(c) whether the Government propose to open more gas agencies in order to tide over the present crisis; and

(d) if so, the details thereof ?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND) : (a) A statement is attached.

(b) to (d) Closure is on account of violations of the Marketing Discipline Guidelines, stay orders of courts, family disputes, malfunctioning etc. There is no proposal to review all of them. LPG agencies are opened according to the Marketing Plan and Policies from time to time.

STATEMENT

	IOC	BPC	HPC
Andhra Pradesh	5	—	1
Arunachal Pradesh	—	—	—
Assam	1	—	—
Bihar	3	—	1
Gujarat	2	—	4
Goa	—	1	1
Haryana	1	—	—
Himachal Pradesh	—	—	—
Jammu & Kashmir	—	—	—
Karnataka	—	—	1
Kerala	3	—	—
Madhya Pradesh	2	—	7
Maharashtra	—	—	5
Manipur	—	—	—
Meghalaya	—	—	—
Mizoram	—	—	—
Nagaland	—	—	—
Orissa	1	—	2
Punjab	1	—	1
Rajasthan	1	—	—
Sikkim	—	—	—
Tamil Nadu	—	1	1
Tripura	1	—	—
Uttar Pradesh	4	—	—
West Bengal	1	—	1
UNION TERRITORY			
Andaman & Nicobar	—	—	—
Chandigarh	1	—	—
Dadra & Nagar Haveli	—	—	—
Delhi	—	—	3
Daman & Diu	—	—	—
Lakshadweep	—	—	—
Pondicherry	—	—	—
TOTAL :	27	2	28

[English]

LPG AGENCIES IN UTTAR PRADESH

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

(a) the district-wise number of LPG agencies in Uttar Pradesh at present

(b) the capacity of these agencies and the population of their areas;

(c) whether these agencies are able to supply gas in time;

(d) if not, the steps taken by the Government in this regard;

(e) the number of applications pending for approval for setting up of LPG agencies in Uttar Pradesh; and

(f) the action taken or proposed to be taken for their speedy disposal ?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B SHANKARANAND) : (a) There are 429 LPG Agencies in various districts of Uttar Pradesh.

(b), (e) and (f) The information is not available.

(c) and (d) As far as possible supplies are made in time.

POWER SHORTAGE IN ANDHRA PRADESH

916. SHRI M. BAGA REDDY : Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state :

(a) whether Andhra Pradesh is facing acute shortage of power;

(b) whether there is any proposal to set up gas based power plants in Andhra Pradesh; and

(c) if so, the quantity of gas likely to be allotted and the quantum of power likely to be generated therefrom ?

THE MINISTER OF STATE IN THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI) (a) During

the period April 91—June, 91, the energy shortage in Andhra Pradesh was 16.4%.

(b) and (c) There are proposal to set up two gas based power stations of 400 MW each; one in the State Sector and another in the Central Sector. 3.0 mcmd of gas has been allocated for the gas based power projects of Andhra Pradesh by the Ministry of Petroleum & Natural Gas.

EXPANSION OF KOZHIKODE AIRPORT RUNWAY

917. SHRI K. MURALEEDHARAN : Will the Minister of CIVIL AVIATION & TOURISM be pleased to state :

(a) whether the work for expanding the runway of Kozhikode, (Karippur) airport has been completed; and

(b) if so, the details of proposals made for the expansion of Calicut airport ?

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

(b) Does not arise.

IMPORT OF PETROLEUM AND PETROLEUM PRODUCTS

918. SHRI N. DENNIS : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state .

(a) the import of petroleum and petroleum products during the last two years; and

(b) the steps taken to reduce these imports at present ?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND) : (a) The following quantities of crude oil and petroleum products were imported during the last two years :-

	Quantity in MMTs	
	1989-90	1990-91*
Crude Oil	19.49	20.699
Petroleum Product	6.564	8.66

*Provisional.

(b) efforts are being made to increase the indigenous production of crude oil during the 8th Plan alongwith increase of the refining capacity. Besides various conservation measures, efforts are also being made to increase the use of natural gas as substitute of liquid petroleum products.

[*Translation*]

RAILWAY SCHEMES IN BIHAR

919. SHRI RAM LAKHAN SINGH YADAV :

SHRI CHHEDI PASWAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government have altered the approved railway schemes in Bihar;

(b) if so, the names of such schemes and the reasons therefor;

(c) the names of the schemes in Bihar pending for approval for a long time; and

(d) the action taken or proposed to be taken thereon in the near future ?

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

(b) Does not arise.

(c) and (d) Only recently a proposal for conversion of Muzaffarpur-Narkatiaganj-Bagaha-Gorakhpur has been sent to the Planning Commission for approval and further action would be taken on receipt of clearance from the Planning Commission and availability of resources.

CANCELLATION OF BOMBAY-NANDED VAYUDOOT SERVICE

920. SHRI VILASRAO NAGNATHRAO GUNDEWAR : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether Bombay-Nanded Vayudoot service has been cancelled;

(b) if so, the reasons therefor;

(c) the time by which this service will be restored; and

(d) if not, the reasons therefor ?

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

(b) to (d) For commercial and operational reasons, Vayudoot has been forced to reduce its network drastically in various States of the country. There is no proposal to extend the services of Vayudoot.

DEVELOPMENT OF AGRA CANTT. STATION

921. SHRI BHAGWAN SHANKAR RAWAT : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any scheme for the development of Agra Cantt. railway station;

(b) if so, the details thereof; and

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

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

(b) and (c) Do not arise.

[*English*]

WIND GENERATORS BY BHEL

922. SHRIMATI D. K. BHANDARI : Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state :

(a) whether BHEL is ready now to provide 500 KW wind generators and if so, the time by which these are likely to be delivered;

(b) whether any comparative cost-benefit analysis has been made between BHEL and some good Danish models and if so, the details thereof;

(c) whether there is any proposal to harness wind power in Sikkim; and

(d) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI) : (a) BHEL has so far taken up indigenous development of 55 KW and 200 KW wind generator units.

(b) No such comparative cost-benefit analysis has been made. According to BHEL, the average power and energy output of our machines will be comparable to those from other countries.

(c) and (d) For harnessing wind power in Sikkim, the State has been requested, as a first step, to convey their concurrence to the installation of equipment for collection of wind data at ten sites.

OVERBRIDGE AT ANNAMALAI NAGAR

923. DR. P. VALLABH PERUMAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to construct an overbridge at Annamalai Nagar level-crossing close to Chidambaram railway station in Tamil Nadu in view of the traffic congestion there; and

(b) if so, when the Government would take the necessary steps in this regard ?

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

(b) The Railways can take action in the matter, only after the State Government sponsors a firm proposal for the facility, duly consenting to share the cost, as per rules.

OVERBRIDGE IN GHAZIABAD

924. SHRI RAMESH CHAND TOMAR: Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to construct an overbridge at Gaoshala railway crossing in Ghaziabad; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) No Sir. It is proposed to construct an under bridge.

(b) The Railway is keeping in touch with the Ghaziabad Development Authority/State Government for early finalisation of the scheme so that the work can be taken up for execution.

[Translation]

CONNECTING OF INDORE WITH AHMEDABAD ETC. BY AIR SERVICE

925. SHRIMATI SUMITRA MAHAJAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether there is any proposal to connect Indore with Ahmedabad, Pune and Calcutta through air service;

(b) whether there is any scheme to provide direct flight between Indore and Bombay;

(c) if so, the details thereof;

(d) whether there is any proposal to change the existing local time-table and make it more convenient, particularly with regard to Indore; and

(e) if so, the details thereof ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) Indian Airlines proposes to operate twice a week B-737 service on Bombay-Ahmedabad-Indore route with effect from August 1, 1991. It has no plans at present to introduce services to Pune and Calcutta from Indore.

(b) and (c) Indian Airlines proposes to introduce a daily B-737 service on Bombay-Indore-Bhopal-Gwalior-Delhi and vice versa route with effect from August, 1991, thus providing a non-stop service between Indore and Bombay.

(d) No, Sir.

(e) Does not arise.

[English]

**AIRLINKING OF DISTRICT HEAD-
QUARTERS**

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

(a) the names of district headquarters
which are airlinked by the Indian Airlines
at present;

(b) the district headquarters airlinked
by the Vayudoot services at present;

(c) the district headquarters which have
the landing facilities but services of the
Indian Airlines or Vayudoot have not
been provided so far;

(d) whether the Government have any

proposal to airlink all the district head-
quarters;

(e) if so, the details thereof; and

(f) if not, the reasons therefor ?

THE MINISTER OF CIVIL AVIA-
TION AND TOURISM (SHRI MADHAV
RAO SCINDIA) : (a) and (b) A list of
the stations served by Indian Airlines and
Vayudoot in each State/Union Territory is
enclosed in the Statement below.

(c) to (f) Places are airlinked not on
the basis of their being district headquar-
ters but on the basis of the economic vi-
ability of providing air service to them. It
is not a feasible proposition to provide air
links to all the district headquarters in the
country.

STATEMENT

State/Union Territory	Station operated by Indian Airlines	Station operated by Vayudoot
1	2	3
Andhra Pradesh	Hyderabad, Vizag, Vishakhapatnam	Hyderabad, Rajahmundry, Tirupati, Vijayawada
Assam	Dibrugarh, Guwahati, Jorhat, Silchar, Tejpur	Guwahati, Silchar
Bihar	Patna, Ranchi	Jamshedpur
Gujarat	Ahmedabad, Bhavnagar, Jamnagar Bhuj, Rajkot, Vadodara	Kandla, Porbander, Baroda, Rajkot, Ahmedabad, Keshod
Haryana	—	—
Himachal Pradesh	—	Kulu, Shimla, Gaggal
Jammu & Kashmir	Jammu, Leh, Srinagar	—
Karnataka	Bangalore, Mangalore	Bangalore, Belgaum
Kerala	Cochin, Trivandrum, Calicut	Cochin
Madhya Pradesh	Bhopal, Indore, Raipur, Khjauraho	—
Maharashtra	Aurangabad, Nagpur, Bombay, Pune	Bombay, Pune, Kolhapur, Aurangabad
Manipur	Imphal	—
Meghalaya	—	Shillong
Nagaland	Dimapur	—
Orissa	Bhubaneshwar	—
Punjab	Amritsar	Ludhiana

1	2	3
Rajasthan	Jaipur, Jodhpur, Udaipur	Jodhpur, Jaisalmer
Sikkim	—	—
Tamilnadu	Coimbatore, Madras, Madurai, Tiruchirapalli	Coimbatore, Madras
Tripura	Agartala	Agartala, Kailashahar
Uttar Pradesh	Agra, Gorakhpur, Lucknow, Varanasi	Dehradun, Kanpur, Lucknow Pantnagar
West Bengal	Bagdogra, Calcutta	Calcutta, Cooch Behar
Goa	Goa	—
Arunachal Pradesh	—	—
Andaman & Nicobar	Car Nicobar, Port Blair	—
Chandigarh	Chandigarh	Chandigarh
Dadra & Nagar Haveli	—	—
Daman Diu	—	—
Delhi	Delhi	Delhi
Lakshadweep	—	Agatti
Pondicherry	—	Pondicherry
Mizoram	—	Aizwal

[*Translation*]

**CONVERSION OF RAILWAY LINE
BETWEEN PAHLEJA AND
BHAVNATHPUR**

927. **SHRI CHHEDI PASWAN** : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to convert the railway line between Pahleja, Peepradeeh, Yadunathpur and Bhavnathpur in Bihar into broad gauge;

(b) if so, the details thereof; and

(c) the steps taken by the Government so far to get this work started ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) to (c) The work had been proposed by Bihar Government on cost sharing basis. Bihar Government had commissioned RITES to carry out a survey of the above. RITES have submitted a report to Bihar Government in May, 1991.

[*English*]

**TRAINING OF RAILWAY OFFICIALS
IN FOREIGN COUNTRIES**

928. **SHRI DHARMANNA MONDAYYA SADUL** : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to send railway officials to foreign countries for the training;

(b) if so, the details thereof; and

(c) the number of such officials to be sent abroad annually and expenditure involved therein ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) and (b) Railway officers are sent for training abroad at Government of India expenses, as and when need arises in the context of technology upgradation/modernisation of Railway system. In addition, training offers extended by the foreign countries from time to time under technical co-operation programmes, where no expenditure is involved, are also availed of subject to its usefulness to the Railways.

(c) Training abroad being need based, there is no pre-determined number of

officers to be sent abroad annually. The annual expenditure involved in future training abroad therefore can not be worked out.

[*Translation*]

RURAL ELECTRIFICATION IN RAJASTHAN

929. SHRI RAM NARAIN BERWA : Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state :

(a) the number of unelectrified villages in Rajasthan;

(b) whether Government propose to electrify the entire rural area in Rajasthan under special drive during the next three years; 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) As on 31-3-1991, 8023 inhabited villages remain to be electrified in Rajasthan.

(b) and (c) The remaining villages are likely to be electrified in the normal course, in future, subject to availability of funds and other inputs.

INDORE-DOHAD RAILWAY LINE

930. SHRI BISHWESHWAR BHAGAT: Will the Minister of RAILWAYS be pleased to state :

(a) when the Union Government accorded sanction for laying a new Indore-Dohad railway line;

(b) the amount spent so far on this project;

(c) when the funds were made available in the annual budget of the Union Government;

(d) the names of the places between which the said railway line and the total length in kilometres; and

(e) whether the Union Government propose to accelerate the pace of work of

this line, if so, the action proposed to be taken in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) 1989-90

(b) Rs. 5.50 crores upto 31-3-91

(c) with effect from 1989-90

(d) Godhra-Dahod-Maksi via Sardarpur, Dhar, Jhabua and between Dewas-Maksi (316 km).

(e) Yes, Sir. The allocation for this line has been increased to Rs. 11 crores in 91-92 as against Rs. 5.39 crores in 90-91.

[*English*]

NEW DIVISIONS IN WESTERN RAILWAY

931. SHRI CHANDUBHAI DESHMUKH : Will the Minister of RAILWAYS be pleased to state :

(a) the proposals for opening new divisions in Western Railway and other railways received by the Government;

(b) the number of proposals approved out of them; and

(c) the criteria adopted for the acceptance of such proposals ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) Since January 1990, Ministry of Railways have received proposals for the creation of 12 new railway divisional headquarters including one each at Gandhidham and Ahmedabad on Western Railway.

(b) Except for the proposal pertaining to creation of a new divisional headquarters at Nanded which had been approved by the Ministry of Railways earlier, no other proposal for creation of a new divisional headquarters is presently under consideration of the Government.

(c) New Railway Divisions are set-up taking into consideration the size, workload, growth and pattern of traffic and

other operational requirements of the existing divisions consistent with the needs of economy and efficiency.

[*Translation*]

FLYING CLUBS IN MADHYA PRADESH

932. SHRI ARVIND NETAM : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) the number of flying clubs functioning in the country at present;

(b) the number of flying clubs in Madhya Pradesh;

(c) whether any proposal has been received to increase the number of flying clubs in Madhya Pradesh; and

(d) if so, the towns in respect of which these proposals have been received and the time by which a decision is likely to be taken thereon ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) 26 Flying Clubs.

(b) One.

(c) Yes, Sir.

(d) There are two proposals to set up new Flying Clubs at Bhilai and Gwalior in Madhya Pradesh. Flying Clubs are set up and managed by Registered Societies or autonomous bodies and State Governments. After they provide the necessary infrastructure and facilities and are ready for operation, DGCA provides a subsidy to them. A decision in the case of these two proposals will therefore depend upon the required facilities being available and the prescribed conditions of DGCA being fulfilled.

[*English*]

RAMPUR-HALDWANI RAILWAY LINE

933. SHRI BALRAJ PASI : Will the Minister of RAILWAYS be pleased to state :

(a) The progress made in the construction of Rampur-Haldwani Railway line; and

(b) the steps being taken for the expeditious completion of this projects ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) Physical progress is 55 per cent. Work is being progressed in full swing.

(b) All assistance is being provided to the zonal railway for expeditious completion of the work.

[*Translation*]

RURAL ELECTRIFICATION IN ETAH DISTRICT, UTTAR PRADESH

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

(a) whether under the rural electrification schemes, electric poles have been erected in many villages of Etah district in Uttar Pradesh and there is no power supply; and

(b) if so, the steps taken or proposed to be taken to ensure supply of power ?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI) : (a) and (b) Rural Electrification Scheme under which villages are electrified comprises of erection of poles in the first instance followed by stringing of conductors, affixing of insulators and lastly energising the line. This is an on-going activity. In Etah district of Uttar Pradesh, as per the available information, as on 31-3-91, 1088 villages out of 1510 inhabited villages have been electrified.

[*English*]

SHORTAGE OF POWER IN COUNTRY

935. SHRI RAJENDRA KUMAR SHARMA : Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state :

(a) whether there is acute shortage of power in the country;

(b) if so, the total demand and supply of power in different States; and

(c) the steps taken or proposed to be taken to improve the power situation ?

THE MINISTER OF THE STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI) :
(a) and (b) State-wise power supply position during April, 91—June, 91 is given in the attached Statement.

(c) 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 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, 1991—JUNE, 1991

(Figures in MU)

Region/State/System	Requirement	Availability	Shortage	(%)
NORTHERN REGION				
Chandigarh	163	163	0	0.0%
Delhi	2362	2326	36	1.5%
Haryana	2206	2168	38	1.7%
Himachal Pradesh	353	353	0	0.0%
Jammu & Kashmir	770	740	30	3.9%
Punjab incl. NFE	4288	4127	161	3.8%
Rajasthan	2920	2895	25	0.9%
Uttar Pradesh	7745	7044	701	9.1%
Total (N.R.)	20807	19816	991	4.8%
WESTERN REGION				
Gujarat	6350	6066	284	4.5%
Madhya Pradesh	4810	4572	238	4.9%
Maharashtra	10050	9635	415	4.1%
Goa	160	160	0	0.0%
Total (W.R.)	21370	20433	937	4.4%
SOUTHERN REGION				
Andhra Pradesh	5345	4469	876	16.4%
Karnataka	4600	3400	1200	26.1%
Kerala	1785	1685	100	5.6%
Tamil Nadu	5690	5238	452	7.9%
Total (S.R.)	17420	14792	2628	15.1%
EASTERN REGION				
Bihar	1790	1230	560	31.3%
D.V.C.	1835	1467	368	10.1%
Orissa	2065	1824	241	11.7%
West Bengal	2780	2512	268	9.6%
Total (E.R.)	8470	7033	1437	17.0%
N. Eastern Region	748	698	50	6.7%
ALL INDIA	68815	62772	6043	8.8%

DOUBLING OF CHENGLEPUT-VILLUPURAM RAILWAY LINE (T. N.)

936. SHRI K. RAMAMURTHEE TINDIVANAM : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal for the doubling of railway line between Chengleput and Villupuram in Tamil Nadu; and

(b) if so, the steps taken so far and proposed to be taken in future in this regard ?

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

(b) Does not arise.

RULES FOR AIR TAXI OPERATORS

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

(a) whether the Government propose to liberalise rules for air taxi operators;

(b) if so, whether he had held any discussions in this regard recently; and

(c) if so, the details thereof ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) to (c) The representatives of Air Taxi operators were called for a meeting on the 16th July, 1991 with a view to exchange views and ideas and to ascertain their problems. A number of issues were identified ranging from infrastructure facilities at the airports to fiscal and financial matters. They were assured that steps would be taken to tackle them and they would be given a fair opportunity to succeed in their ventures.

COMPUTERISED BOOKING SYSTEM FOR DEHRADUN

938. SHRI BHUWAN CHANDRA KHANDURI : Will the Minister of RAILWAYS be pleased to state :

(a) whether a computerised booking system was planned and sanctioned for Dehradun;

(b) whether, after initial installation, the equipment was shifted to another station; and

(c) if so, the reasons thereof and the steps proposed to be taken to install computerised booking system in Dehradun immediately ?

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

(b) and (c) Does not arise.

UPGRADATION OF COCHIN AIRPORT

939. PROF. SAVITHRI LAKSHMANAN : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the main runway or the secondary runway of Cochin airport has been extended;

(b) if so, the details thereof; and

(c) the details of the recommendation made by the technical experts regarding upgradation of the existing Cochin Airport for Airbus operations ?

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

(b) Does not arise.

(c) Government have examined the following options for upgradation of the Cochin Airport which belongs to the Navy :—

(1) Extending the main runway by 2000 feet and strengthening the same for Airbus operations.

(2) Realignment of the secondary runway and extending it by 5000 feet; and

(3) Construction of a new airport at an alternative site.

Of these options, the construction of a new airport was not considered to be a feasible proposition both because of the non-availability of suitable land as well as the very high cost of the project.

Of the other two options, the second option was found to be preferable on operational and technical considerations. It was estimated that the second option would involve an expenditure of the order of Rs. 42.50 crores (1986 estimates). It involves reclamation of land from the sea, estimated to cost Rs. 15.00 crores, which may take five to six years. It also involves diversion of railway line and construction of a new railway bridge which can be taken up only after the reclamation of the land and which by itself would need about three years. The project for realignment and extension of the second runway has not been taken up so far because of paucity of resources with the agencies involved in its implementation.

[Translation]

CLEARANCE TO PENDING POWER PROJECTS

940. MOHAMMAD ALI ASHRAF FATMI : Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state :

(a) the names of the power projects lying pending for approval with the Union Government;

(b) since when these projects are being considered; and

(c) the efforts being made for the immediate approval of these projects for being implemented ?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI) : (a) and (b) Details are given in the attached Statements I & II.

(c) All efforts are made by the Central Electricity Authority to accord techno-economic clearance to the proposals received from the State Governments for taking up new power projects in their State as expeditiously as possible. However, this clearance and investment approval by the Planning Commission depend upon several factors including the comprehensiveness of the project reports received from the project authorities, time taken by the Project authorities in replying to various comments/observations of the CEA/CWC, availability of various inputs and clearances such as fuel availability, transportation of coal and gas, port facilities, water availability, clearances from Environment & Forest angle, State Pollution Control Boards and National Airport Authority resolution of inter-State aspects etc.

STATEMENT—I

Power projects of States which have been techno-economically appraised in the Central Electricity Authority (CEA) and are awaiting investment decision

(STATE-WISE)

Sl. No.	Name of Project	Capacity MW	Date of CEA Clearance
1	2	3	4
THERMAL			
Punjab			
1.	Bhatinda—GNDTPS St. III U—5 & 6	2 × 210 = 420	21-3-90
Rajasthan			
2.	Suratgarh TPS	2 × 250 = 500	13-6-91

1	2	2	4
Delhi			
3.	Bawana CCGT	800	17-8-90
Gujarat			
4.	Gandhar CCGT—GEB	615	30-10-89
5.	Pipavav CCGT—GEB	615	30-10-89
Madhya Pradesh			
6.	Korba TPS Unit 5 & 6	$2 \times 210 = 420$	30-10-89
Maharashtra			
7.	BSES	$2 \times 250 = 500$	24-10-90 (Rev.)
8.	Trombay CCGT	180	8-5-90***
Andhra Pradesh			
9.	Jegurupadu CCGT	400	14-3-91
10.	Visakhapatnam TPS St. I	$2 \times 500 = 1000$	23-10-90
Tamil Nadu:			
11.	Neyveli TPS Extn.—NLC	$2 \times 210 = 420$	10-8-88
12.	Pillai Perumalnallur CCGT St. I	300	14-5-91
West Bengal			
13.	Budge Budge TPS	$2 \times 250 = 500$	8-1-91
Assam			
14.	CCGT Lakwa—NEEPSCO	280	11-10-85
15.	Amguri CCGT	8×30 GT = 240 $+ 4 \times 30$ ST = 120 = 360	25-5-89
Tripura			
16.	Agartala GT	$4 \times 21 = 84$	14-5-91
17.	Gas based gas turbine Station at Rokhia St. II	$10 \times 7.5 = 75$	10-8-88 (.)
18.	Rokhia GT Th. II	16	14-3-91

S. No.	Name of Project	I.C. (MW)	Date of CEA Clearance
1	2	3	4
HYDRO			
Punjab			
1.	Shahpur Kandi	$2 \times 47 = 94$	6-11-82
2.	S.Y.L. Canal	$2 \times 18 + 2 \times 7 = 50$	18-12-87
3.	UBDC Stage III	$2 \times 15 = 30$	10-8-88
Haryana			
1.	W.Y.C. Stage II	$2 \times 8 = 16$	12-12-90

***The Schemes were found to be techno-economically in order. Formal clearance would be considered after compliance with provision of Sec. 9 of E (S) Act, 1948.

(.) Scheme in lieu of this Scheme, at Agartala since received and appraised.

1	2	3	4
Jammu & Kashmir			
1.	Chenani Stage II & III	$2 \times 1 + 2 \times 2 = 6$	24-1-88
2.	New Rajouri	$3 \times 1 = 3$	16-5-88
3.	Sewa Stage III	$3 \times 2 = 6$	10-8-88
4.	Nunwan Batkut	$2 \times 11.3 = 22.6$	9-1-90
5.	Athwattoo	$3 \times 2.5 = 7.5$	16-8-90
Uttar Pradesh			
1.	Khara	$3 \times 24 = 72$	18-3-85
Himachal Pradesh			
1.	Baspa-II	$3 \times 100 = 300$	16-8-90
Madhya Pradesh			
1.	Maheshwar	$10 \times 40 = 400$	9-5-89
Maharashtra			
1.	Ghatghar PSS	$2 \times 125 = 250$	9-3-88
2.	Btivpuri PSS	$1 \times 90 = 90$	24-12-90
Common Project			
1.	Rajghat (UP/MP)	$3 \times 15 = 45$	2.5-85
Andhra Pradesh			
1.	Jalapat	$3 \times 6 = 18$	16-5-88
2.	Singur	$2 \times 7.5 = 15$	30-10-89
Karnataka			
1.	Maddur Branch Canal	$1 \times 1.5 = 1.5$	5-10-83
2.	Sarapadi	$3 \times 30 = 90$	4-12-90
Tamil Nadu			
1.	Paralayar	$1 \times 25 = 25$	9-5-89
Sikkim			
1.	Rathongohu	$3 \times 10 = 30$	13-2-90
Manipur			
1.	Thoubal	$3 \times 2.5 = 7.5$	26-3-84
Arunachal Pradesh			
1.	Sessa Nallah	$3 \times 0.5 = 1.5$	11-10-85
2.	Nuranang Nallah	$3 \times 2 = 6$	10-10-88
3.	Kameng	$4 \times 150 = 600$	10-89
Mizoram			
	Dhaleshwar	$3 \times 40 = 120$	10-10-88
	2. Serlui-B	$2 \times 4.5 = 9$	12-9-89

STATEMENT II

Details of Power Projects Received in CEA for techno-Economic approval

Sl. No.	Name of Project	Capacity (MW)	Date of receipt of F. R. in CEA
1	2	3	4

THERMAL**Haryana**1. Hisar TPS $2 \times 250 = 500$ 7-11-90**Punjab**2. Dhuri TPS $2 \times 500 = 1000$ 16-10-87

1	2	3	4
Uttar Pradesh			
3.	Belthara Road	$3 \times 210 = 630$	6-12-88
4.	Shajahanpur CCGT	600	24-5-90
5.	Jagdishpur GT	4×35 GT+	
		2×35 ST=210	9-5-89
Gujarat			
6.	Narmada TPS Stage I	$2 \times 500 = 1000$	24-7-87
7.	Sikka TPS Stage III	$2 \times 210 = 420$	21-10-86
8.	Gandhinagar VCGT	200	25-7-90
9.	Pipavav CCGT Stage II	615	22-10-90
10.	Utran CCGT Stage II	135	22-10-90
11.	Wanakbori CCGT	600	1-4-91
Madhya Pradesh			
12.	Sanjay Gandhi TPS Stage II	$1 \times 500 = 500$	31-12-90
13.	Pench TPS Stage II	$2 \times 250 = 500$	2-4-90
14.	Gwalior CCGT	817	30-7-90
15.	Gopad TPS	$4 \times 500 = 2000$	12-11-90
16.	Bina TPS	1000	1-5-91
17.	Korba East TPS Stage V	250	May, 91
Maharashtra			
18.	Parli 'C' TPS	$2 \times 210 = 420$	23-10-84
19.	Dabhol CCGT	4×120 GT+	14-3-86 (Rev)
		2×140 ST=760	13-3-89
20.	Ship/Berge Mounted PS M/s Confidence Shipping Co.	110	20-3-90
21.	Nagothane GTCC TPS	4×130 GT+	6-9-90
		3×150 ST=820	
22.	Thakurli GTCC	2×130 GT+	23-1-91
		1×150 ST=410	
Andhra Pradesh			
23.	IInd CCGT plant at Vijjeswaram	$3 \times 100 = 300$	9-9-88
24.	Kottagudam TPS Stage V	$2 \times 210 = 420$	5-7-89
25.	Ramagundam TPS Extn.	$2 \times 210 = 420$	26-9-89
26.	Gas based TPS at Kakinada	300	7-12-89
27.	Gas based TPS at Jegurupadu Phase-I	100	30-5-91
28.	Gas based TPS at Anjalapuram	$3 \times 25 = 75$	13-1-90
29.	Muddanur TPS	$2 \times 210 = 420$	19-9-90
30.	Mabile GT at Lingala	16.5	16-5-91
Karnataka			
31.	Raichur Stage III	$1 \times 500 = 500$	20-4-89
Tamil Nadu			
32.	Pillai Perumallanur Stage II	300	5-3-91
Bihar			
33.	Muzaffarpur Extension	$2 \times 210 = 420$	16-8-88
		$2 \times 250 = 500$	21-3-90
34.	Patratu TPS	$2 \times 210 = 420$	7-12-88
35.	Chandil TPS	$2 \times 250 = 500$	2-1-91
Orissa			
36.	Naraj TPS	$2 \times 50 = 500$	16-8-90
37.	I b TPS Extension	$2 \times 500 = 1000$	April, 90

1	2	3	4
West Bengal			
38. D.P.I. 7th Unit		$1 \times 110 = 110$	18-8-87
39. DG sets in South-East Calcutta		$5 \times 6 = 30$	11-7-89
40. Murshidabad TPS		2000	31-1-91
Assam			
41. Namrup GT Station		$2 \times 30 = 60$	6-7-90
Tripura			
42. Waste heat plant, Baramura		11	2-1-89
43. GT Project at Rokhia, Phase III		$2 \times 8 = 16$	5-12-90
44. Gas based GT project, Tripura		500	29-10-90
Arunachal Pradesh			
45. Gas based power plant at Kharsang		$1 \times 6 = 6$	27-11-90
Rajasthan			
46. Dholpur TPS		750	1-5-91
Andaman & Nicobar Islands			
47. Nehru Oil based TPS		$2 \times 20 = 40$	24-11-86
HYDRO			
Himachal Pradesh			
1. Dhanwari Sunda		$2 \times 35 = 70$	December, 89 May, 90
Jammu & Kashmir			
2. Naigad Nallah		$4 \times 1.5 = 6$	May, 97
3. Butkot Sakhrus		$2 \times 18 = 36$	January, 88 October, 88
4. New Ganderbal		$3 \times 15 = 45$	December, 88 December, 89
5. Puakhar		$3 \times 1.5 = 4.5$	January, 90 January, 90
6. Igo-Merceland		$2 \times 1.5 = 3$	November, 88
7. Parnal		$3 \times 12.50 = 37.50$	December, 89 March, 90
8. Mandi		$4 \times 1 = 4$	March, 89 July, 90
9. Sewa Stage II		$3 \times 40 = 120$	August, 90 October, 90
10. Kishan Ganga		$3 \times 110 = 330$	May, 90 June, 91
Uttar Pradesh			
11. Basuli		$5 \times 0.956 = 4.78$	August, 89 October, 90
Rajasthan			
12. Jakham		$2 \times 2.5 = 5$	1990 January, 91

1	2	3	4
Punjab			
13.	Shahpur Kandi	$3 \times 40 + 3 \times 40 + 1 \times 8 = 248$	1990 February, 91
Madhya Pradesh			
14.	Bansagar Toms Power House – IV (modified)	$2 \times 10 = 20$	September, 90 September, 90
15.	Tawa LBC	$2 \times 6 = 12$	September, 90 October, 90
16.	Matanar (Revised)	$2 \times 40 = 80$	January, 91 January, 91
17.	Gandhi Sagar PH-II	$4 \times 40 = 160$	January, 91 January, '91
18.	Onkareshwar	$8 \times 65 = 520$	December, 90 September, 90
19.	Sindh Phase-II	$2 \times 40 = 80$	November, 90 February, 91
Gujarat			
20.	Karjan Left Bank Canal (Revised)	$2 \times 1 = 2$	October, 90
Andhra Pradesh			
21.	Velugudu Branch	$2 \times 5 = 10$	1989 June, 89
22.	Kakatiya Canal (Revised)	$1 \times 3 = 3$	1990 January 91
23.	Priyadarshini Jurala (Revised)	$6 \times 36.9 = 221.4$	January, 91 February, 91
24.	Nagarjuna PSS T. Pond Dam Revised)	$2 \times 25 = 50$	January, 91 February 91
25.	Somasila	$2 \times 5 = 10$	March, 90 April, 90
Kerala			
26.	Maniyar	$1 \times 5 + 2 \times 2.5 = 10$	May, 89 December, 89
27.	Kuttiyadi Extension	$1 \times 50 = 50$	November, 89 February, 90
28.	Boothathankettu	$3 \times 10 = 30$	March, 90 April, 90
29.	Pallivasal Rehabilitation	$3 \times 20 = 60$	April, 90 July, 90
30.	Chenbukkadavu-II	$3 \times 3 = 9$	July, 90 October, 90
31.	Adirapally Upper Power House	$2 \times 7.5 = 15$	November, 90 February, 91
West Bengal			
32.	Farakka Barrage	$5 \times 25 = 125$	March, 90 April, 90
Orissa			
33.	Bargarh Main Canal	$3 \times 3 = 9$	June, 90 August, 90
34.	Balimela Stage-II	$2 \times 60 = 120$	November, 90 December, 90

1	2	3	4
Manipur			
35. Loktak Down Scheme		3x30=90	September, 88
36. Tipaimukh (Multipurpose)		10x150=1500	January, 89
Arunachal Pradesh			
37. Sippi		2x2.5=5	March, 91
38. Sirnuik		4x0.5=2	May, 91
39. Mukto		3x1=3	May, 91
40. Kangthang		3x2.5=7.5	May 91
41. Siddip		3x1=3	May, 91

FARAKKA THERMAL POWER PLANT

941. SHRI SIMON MARANDI : Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state :

(a) whether the entire supply of coal required for the Farakka Thermal Power Plant is met from coal mines of Bihar;

(b) if so, the names and the quantum of power supplied from the Farakka thermal power plant to different areas of Bihar;

(c) whether the Government propose to extend the areas of power supply from this plant;

(d) if so, the names of the other areas where power is likely to be supplied from this plant during the current year; and

(e) the details of the difficulties likely to be faced in this regard ?

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

(b) Supply to Bihar from Farakka STPP has been as under :

	1989-90 (million units)	1990-91 (million units)	1991-92 (million units)
Share	526.7	514.3	113.6
Actual	1027.0	992.0	223.0

(c) Yes, Sir.

(d) The power from Farakka STPP can be transmitted upto Biharshariff in Bihar through Farakka-Kahalgaoon and Kahalgaoon-Biharshariff transmission line.

(e) No difficulties are likely to be faced.

[English]

SETTING UP OF A THERMAL POWER STATION IN BALLIA DISTRICT, UTTAR PRADESH

942. SHRI HARI KEWAL PRASAD : Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state :

(a) whether the Government have received a proposal from the Uttar Pradesh Electricity Board regarding setting up of a 210 Megawatt thermal power station at Belthara Road in Ballia district in Uttar Pradesh;

(b) if so, the reasons for the delay in the construction of this power station; and

(c) when the construction work of this thermal power station is likely to be completed ?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALPNATH RAI) : (a) The Project Report for Installation of 3x210

MW Thermal Power Project at Belthara Road, District Ballia (U.P.) was received from Uttar Pradesh State Electricity Board (UPSEB) in December, 1988.

(b) and (c) The proposal could not be processed for techno-economic clearance as some of the inputs and statutory clearances required for techno-economic appraisal were not tied-up. UPSEB in July, 1990 intimated Central Electricity Authority (CEA) that they were revising the project report for 3x250 MW capacity. The Project could be processed in the CEA on receipt of Revised Project Report and tie-up of various inputs and essential clearances.

LOSSES IN AIR INDIA

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

(a) whether the Air India has started incurring losses;

(b) if so, what is the daily or monthly losses of the Air India at present and the reasons therefor;

(c) whether any action plan has been proposed in order to make up the losses; and

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

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

(b) to (d) Do not arise.

SPREADER PROJECT OF NEYVELI LIGNITE CORPORATION LTD.

944. SHRI INDRAJIT GUPTA : Will the Minister of COAL be pleased to state :

(a) the details of progress made in the Spreader Project of II Mine Expansion programme of the Neyveli Lignite Corporation Limited contracts for which were awarded in May 1986;

(b) whether it is a fact that the project has been abnormally delayed due to in-
2965 LSS/91—8.

experience of the concerned parties who had no earlier experience in the development and erection of such a project;

(c) whether the cost of the project has also escalated with the delay in its execution;

(d) if so, the details thereof; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S. B. NYAMAGOUDA) : (a) and (c) The Second Mine Expansion Project of Neyveli Lignite Corporation Ltd. has a provision for two Spreaders. Spreader-I has been commissioned on 17-1-1991. The erection of Spreader-II was completed on 10-10-90 and it is on trial from 11-6-1991.

(b) There has been delay in commissioning of the two Spreaders. However, this delay is not on account of inexperience of the contractors, but attributable to the delay caused by other factors such as, acquisition of land, procurement of steel, design modifications and difficulties in erection, etc.

(c) No, Sir. The cost of the project is within the ceiling prescribed in the contract.

(d) Does not arise in view of reply to

(c) above.

TOURISM DEVELOPMENT IN BIHAR

945. SHRI BHOGENDRA JHA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to refer to the reply given to Unstarred Question No. 1425 on August 17, 1990 regarding development of tourism in Bihar and state :

(a) whether any survey has been conducted by the Government of Bihar and proposal being made to the Union Government to develop Palirajgarh, Kalyaneswar (Kalna), Gautam Kural, Ahilyasthan, Biski, Asuragrah as tourist places alongwith Sitamarhi and Vaishali;

(b) if so, the details thereof; and

(c) if not, the reasons therefor ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) Government of Bihar have informed that no survey has been conducted by them.

(b) Does not arise.

(c) Government of Bihar have informed that at present they are utilising their resources for developing places of the Buddhist interest and due to paucity of funds, they are unable to consider development of places mentioned in part (a) of the Question.

PRODUCTION OF COAL

946. SHRI BHAGEY GOBARDHAN : Will the Minister of COAL be pleased to state :

(a) the labour productivity in terms of output per man shift (OMS) of the Coal

India Limited (CIL), its subsidiaries and the Singareni Collieries Company Limited (SCCL) for 1988-89, 1989-90 and 1990-91;

(b) whether the productivity of open cast mines has been increasing over the years whereas the productivity of underground mines has almost remained static and if so, the reasons therefor;

(c) whether the scope of improving productivity of underground mines is there; and

(d) the production performance of subsidiaries of the Coal India Limited showing production of each company from open cast mines and underground mines, separately, during 1989-90 and 1990-91 ?

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S. B. NYAMAGOUDA) : (a) The information is given below :—

(in tonnes)

OMS

Company	1988-89			1989-90			1990-91		
	UG	OC	Over-all	UG	OC	Over-all	UG	OC	Over-all
ECL	0.48	1.99	0.73	0.43	1.52	0.61	0.41	1.57	0.61
BCCL	0.53	1.99	0.79	0.48	1.91	0.76	0.46	1.91	0.79
CCL	0.42	1.72	1.14	0.45	1.82	1.20	0.44	1.97	1.31
NCL	—	8.18	8.18	—	8.76	8.76	—	8.80	8.80
WCL	0.71	3.60	1.24	0.70	3.84	1.31	0.66	3.51	1.25
SECL	0.77	5.38	1.77	0.79	6.35	1.99	0.79	7.58	2.24
NEC	0.50	2.00	0.86	0.41	2.39	0.79	0.40	1.69	0.63
CIL	0.57	2.88	1.17	0.55	3.08	1.21	0.54	3.34	1.31
SCCL	0.76	5.18	0.96	0.71	5.46	0.99	0.65	4.76	0.96

(b) The productivity in underground mines has been stagnant due to non-achievement of targetted production from manual/mechanised Board and Pillar workings and longwall faces. In case of some of the underground mines there is also problem of surplus labour.

(c) Yes, Sir. Some of the steps already initiated towards improvement in productivity of underground mines inter alia include introduction of semi-mechanised drilling and blasting operations, mechanised loading of coal and introduction of new technologies like power support longwall

mining, gallery blasting and sub level caving techniques etc. Besides, efforts are being made to bring about general overall improvement in the underground mining

condition by introduction of better communications, manriding system etc.

(d) The information is as under :—

(million tonnes)

Coal Production During

Company	1989-90			1990-91		
	UG	OC	Total	UG	OC	Total
ECL	14.72	9.77	24.49	13.39	10.08	23.47
BCCL	13.29	13.32	26.61	12.03	14.67	26.70
CCL	4.76	23.85	28.61	4.31	25.74	30.05
NCL	—	23.28	23.28	—	27.88	27.88
WCL	9.94	13.07	23.01	9.72	13.06	22.78
SECL	15.65	36.13	51.78	16.04	42.04	58.08
EC	0.34	0.50	0.84	0.35	0.33	0.68
Total CIL	58.70	119.92	178.62	55.84	133.80	189.64

LOK SABHA DEBATES

(Eng. Version)

dt. 30-7-1991

Short Folio Headings

Paper Laid

Statt. under Rule 199

Resignation from Council of Ministers

Matters under Rule 377

Discussion under Rules 193

Escape from custody & subsequent death of Shanmugan, an accused in Rajiv Gandhi Assassination case.

General Budget, 1991-92 — General Discussion

Message from Rajya Sabha

PRICES AND POSITION OF PIT-HEAD COAL STOCKS OF CIL AND SCCL

947. SHRI BHAGEY GOBARDHAN : Will the Minister of COAL be pleased to state :

(a) the position of pit-head coal stocks of the Coal India Limited (CIL) and the

Singareni Collieries Companies Limited (SCCL) respectively as on April 1, 1989, April 1, 1990 and April 1, 1991;

(b) the dates of revision of price of the average pit-head coal by the Coal India Limited during the period beginning from January 1988 and the dates of revision in SCCL during the same period;

(c) whether revision of coal prices was due to continuing losses incurred and cost escalation of components in unit-cost production of coal; and

(d) the status of cumulative losses at the end of 1988-89, 1989-90 and 1990-91 pertaining to the Coal India Limited and the Singareni Collieries Company Limited ?

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S. B. NYAMAGOUDA) : (a) The position in respect of the pit-head coal stock of Coal India Limited (CIL) and Singareni Collieries Company Limited (SCCL) is given as under : —

(lakh tonnes)

Company	Pit-head stock as on		
	1-4-1989	1-4-1990	1-4-1991
CIL	330.93	366.25	415.74
SCCL	4.97	5.79	7.30

(b) The average pit-head price of coal produced by CIL & SCCL both in January, 1988 was Rs. 219 per tonne. Thereafter it was revised as under :—

Date of revision	Average pit-head price of coal fixed for coal produced by	
	(Rs. per tonnes)	
	CIL	SCCL
24-9-1988	No change	270.00
1-1-1989	249.00	No change
24-1-1989	No. change	297.00

(c) The revision of coal prices was necessitated due to increase in the cost of production on account of increase in the cost inputs like wages, VDA, explosives,

POL and rates of interest etc.

(d) The cumulative losses of CIL and SCCL were as under :—

At the end of year	Cumulative loss per tonne	
	(including in CC)	
	CIL	SCCL
1988-89	2325.67	13322
1989-90	2245	234.19

Accounts for the year 1990-91 have not been finalised so far.

REPLACEMENT OF OLD AIRCRAFT IN AIR INDIA AND INDIAN AIRLINES

948. SHRI BHAGEY GOBARDHAN :
SHRI GOVINDRAO NIKAM :
Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) the number of aircraft constituting the fleet of the Air India as on June 30, 1991, indicating its composition;

(b) the average normal life of an aircraft in India and the number of aircraft of the Air India and the Indian Airlines fleet which have been considered as old and needs replacement;

(c) the estimated cost of replacement of old aircraft; and

(d) the estimated cost of four B-747, 400 aircraft acquired from Boeing Airplane Company as on June 30, 1991 and at present ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) As on 30-6-1991, Air India had 11 Boeing 747, 8 Airbus A-310 and 3 Airbus A-300-B4 aircraft in its fleet.

(b) Four Boeing 737 aircraft of Indian Airlines have crossed 20 years age and have been phased out from May this year. In the case of Air India, one Boeing 747 has crossed 20 years in May this year and another will cross 20 years in March next year.

(c) and (d) The proposal for acquisition of four B-747-400 aircraft by Air India is still under consideration. The cost is now estimated to be Rs. 1962 crores. The foreign exchange component of the project remains, however, unchanged at US \$ 667 million.

FREIGHT OPERATION INFORMATION SYSTEM

949. SHRI BHAGEY GOBARDHAN : Will the Minister of RAILWAYS be pleased to state :

(a) the status of implementation of Freight Operation information System as on date;

(b) the project implementation schedule and date for commissioning of the project; and

(c) the advantages accruing to the Railways by implementation of this project ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) The implementation of the Freight Operation Information System is in progress on Northern Railways. Computer System for development and simulation has been installed and software development and modification work has been taken up.

(b) The project which covers the broad gauge is scheduled to be commissioned on Northern Railway by December, 1994 and on the entire Indian Railways by 1997.

(c) The project is expected to result in 15 percent savings in wagons and 5 percent savings in locomotives apart from substantial improvement in customer satisfaction.

PROPOSAL TO SPEED UP MOORI EXPRESS

950. SHRI KARIYA MUNDA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government have a proposal to speed up Moori Express covering south Bihar;

(b) if so, by when; and

(c) if not, the reason therefor ?

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

(b) Does not arise.

(c) Speeding up is not feasible due to present law & order situation in the state of Punjab.

REFUND OF CLAIMS BY RAILWAYS

951. SHRI KARIYA MUNDA : Will the Minister of RAILWAYS be pleased to state :

(a) the total number of applications from various companies pending with the Railways for refund of claims of more than Rs. one lakh as on date;

(b) the details of such companies which have got the refund during the last three years, year-wise;

(c) whether it is a fact that most of the companies owned by a particular business house got maximum benefit of refund;

(d) if so, whether any enquiry has been made in this regard;

(e) if so, the details thereof; and

(f) if not, the reason therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) The number of such cases pending on Eastern, North-Eastern, Northeast Frontier, South-Central, South-Eastern and Western Railways is 885. Information in respect of the other Railways is being collected and will be laid on the Table of the Sabha.

(b) A statement is attached.

(c) No. Sir.

(d) to (f) Do not arise.

STATEMENT

Companywise details of payments made above Rs. one lakh during the years 1988-89, 1989-90 and 1990-91.

CENTRAL RAILWAY

1988-89 : 5

1. M/s Indian Oil Corporation.
2. Bharat Petroleum Corporation.
3. Steel Authority of India Ltd.
4. Western Coalfields Ltd.
5. Ravindra Solvalt Oil Ltd.

1989-90 : 2

1. M/s. Steel Authority of India Ltd.
2. Oriental Insurance Co.

1990-91 : 1

1. M/s. Steel Authority of India Ltd.

EASTERN RAILWAY

1988-89 : 5

1. M/s. Hindustan Lever Ltd.
2. Moongipa Roadways
3. B.D. Oil & Chemicals Mills.
4. Hindustan National Glass & Industries Ltd.
5. Bharat Earth Movers Ltd.

1989-90 : 13

1. M/s. Kyaan Udyog
2. Kesoram Rayon
3. Sone Valley Portland Cement Co. Ltd.
4. Coromandel Fertilizers Ltd.
5. Kesoram Spun Pipes & Foundaries.
6. Associated Cement Corporation Ltd.
7. Hyderabad Industries Ltd.
8. Kishan Lal Jesraj
9. Bihar Alloy Steels Ltd.
10. Injal Co.
11. P.K. Rana & Co.
12. Agricultural Impls & Brass Utensils Ltd.
13. Roshanlal Oil Mills Ltd.

1990-91 : 7

1. M/s. Kesoram Spun Pipes & Foundaries
2. Associated Cement Corporation Ltd.
3. Electrosteel Castings Ltd.
4. Indal Co.
5. Roshanlal Oil Mills Ltd.
6. Cement Corporation of India.
7. Dunlop India Ltd.

NORTHERN RAILWAY

1988-89 : 22

1. M/s. Kirshna Dass Bhagirath, Panki, Kanpur.
2. Steel Authority of India Ltd.
3. Tata Iron & Steel Co.
4. Reserve Petroleum, Depot, Bara Banki.
5. Captain Ganj Distillery, Dooria.
6. Churk Cement Factory, Churk
7. I.C.I. India Ltd., Kanpur.
8. Kailas Coal & Coke Co., Moradabad.
9. Executive Engineer, CAD/IGNP, Bikaner.
10. Indian Oil Corporation, Janpath, New Delhi.

11. M/s. Associated Cement Co. Ltd.,
12. Bharat Petroleum Corpon. H.Q.
13. Delhi Cements.
14. Indian Oil Corporation.
15. Shree Balaji Trading Co. Delhi.
16. Defence Department.
17. Railway Department.
18. Hukum Chand & Co. Jammu.
19. Karam Chand Thapar, Jullundhar.
20. Shri Ram Food & Fertilizers & Chemicals Industries.
21. Modi Rubber Ltd.,
22. Hassain Cloth.

1989-90 : 23

1. M/s. Sigma Pharma Ltd. Kanpur.
2. Steel Authority of India Ltd.
3. Tata Iron & Steel Co.
4. U.P. State Cement Corporation.
5. Sikri Brothers Coal Sales Pvt. Ltd.
6. Captain Ganj Distillery, Deoria.
7. Churk Cement Factory, Churk.
8. Coal India Ltd., Lucknow.
9. J.K. Cotton Spinning & Wvg. Mills Kanpur.
10. Arvind Coal Co., Varanasi.
11. P.K. Glass Enterprises, Firozabad.
12. H.P.I.C. Ltd., Kanpur.
13. Century Pulp & Paper, Nainital.
14. Bharat Petroleum Corpn. HQ.
15. Krishan Lal Kuria Mal, Delhi.
16. Maihar Cement.
17. C.P.W.D.
18. B. Oil Ltd., Hisar.
19. Defence Department.
20. Sri Ram Food & Fertilizers & Chemical Industries.
21. Modi Rubber Ltd.
22. Upperdoab Sugar Mills, Shamli.
23. Rollainers Ltd.

1990-91 : 20

1. M/s. Malhotra Trading Co. Ltd.
2. Tata Iron & Steel Co.
3. IFL, New Delhi.
4. Sikri Brothers Coal Sales Pvt. Ltd.
5. Churk Cement Factory, Churk.
6. I.C.I. India Ltd., Kanpur.
7. Coal India Ltd., Lucknow.
8. Choice Glass Industries, Firozabad.
9. Somaiya Organic Ltd., Barabanki
10. Executive Engineer CAD/IGNP, Bikaner.
11. Cement Corpn. of India, Charkhi Dadri.
12. Hindustan Petroleum Corpon. New Delhi.
13. Sub. Divl. Officer. P&T, S/Divn. B.P. Bhiwani.
14. Bharat Petroleum Corpon., New Delhi.
15. Associated Cement Co. Ltd.,

16. M.C.D. Delhi.
17. Defence Department.
18. Railway Department.
19. Modi Rubber Ltd.
20. Ballarpur Industries Ltd., Jagadhri.

**NORTH EASTERN
RAILWAY**

1988-89 : NIL

1989-90 : NIL

1990-91 : 7

1. M/s. N. Sarkar Factory, Gursahay Ganj.
2. Bharat Engg. Co. Ltd., Muzzaфарpur.
3. U.P. State Warehousing Corporation, Deoria.
4. Saudagar Singh, Ajamgarh.
5. Indian Oil Corporation.
6. Shayama Kant, Madhubani.
7. Hindustan Fertilizers Corporation, Patna.

**NORTHEAST FRONTIER
RAILWAY**

1988-89 : NIL

1989-90 : 1

1990-91 : NIL

1. M/s. Raymond Cement Works

SOUTHERN RAILWAY

1988-89 : NIL

1989-90 : NIL

1990-91 : NIL

**SOUTH CENTRAL
RAILWAY**

1988-89 : 4

1. M/s. The Commandant, Supply Depot, ASC, Secunderabad.
2. The Director, Naval Wing, Visakhapatnam.
3. Indian Aluminium Company Ltd., Belaum.
4. Chhograj Tejam & Co., Guntur.

1989-90 : 5

1. M/s. Associated Cement Corporation Ltd., Guntur.
2. Depot Store Keeper, S.C. Railway, Guntur.
3. Goa Carbon Ltd., Dempa House, Panaji, Goa.
4. United India Insurance Co. Ltd., Secunderabad.
5. Board of Trustees, Visakhapatnam Port Trust.

1990-91 : 1

1. M/s. Asstt. Divil. Engineer, K.T.P.S. Polancha, DQCR

**SOUTH EASTERN
RAILWAY**

1988-89 : 2

1. M/s. Petro Carbon Chemicals.
2. TISCO

1989-90 : 1

1. M/s. Ferro Alloys Ltd.

1990-91 : NIL

WESTERN RAILWAY

□ 1988-89 : 4

1. M/s. J.K. Industries.
2. „ Jodhpur Udyog Ltd.
3. „ Rupali Agencies.
4. „ Bharat Petroleum Ltd.

□ 1989-90 : 8

1. M/s. J.K. Industries.
2. „ Rupali Agencies.
3. „ Jaipur Udyog Ltd.
4. „ Rajasthan Small Industries Corpn. Ltd.
5. „ Mafatlal Industries.
6. „ Steel Authority of India Ltd.
7. „ Hindustan Computers Ltd.
8. „ Indian Oil Corporation.

□ 1990-91 : 5

1. M/s. Sree Ram Rayons.
2. „ Mafat Lal Industries.
3. „ Diaminee Co. Ltd.
4. „ Steel Authority of India Ltd.
5. „ Hindustan Computers Ltd.

BENEFITS OF LOCAL ENERGY RESOURCES IN GUJARAT

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

(a) whether Gujarat is getting the benefits of its own energy resources in the form of gas;

(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) Royalty is paid to the State Government.

[Translation]

CLOSING OF SIGHONA HALT STATION

953. SHRI RAJNATH SONKAR SHASTRI : Will the Minister of RAILWAYS be pleased to state :

(a) whether Sighona halt of Ghazipur district in Varanasi division has been closed;

(b) if so, the reasons therefor,

(c) whether in the first phase of its opening, there had been large earnings which declined heavily in its last days; and

(d) if so, the reasons of this decline ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) and (b) There is no station by the name of Sighona on Indian Railways. However, one halt station named Sidhauna Rampur between Aunrihar and Rajwari stations of Varanasi Division has been closed this year. This halt was closed due to continuous losses being incurred and in view of adequacy of road services in the area.

(c) No, Sir.

(d) Does not arise.

QUOTA OF SC/ST IN IZZATNAGAR DIVISION

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

(a) whether any irregularities have come to notice in the promotions and requisite quota for Scheduled Castes and Scheduled Tribes has not been filled in Izzatnagar division of North-Eastern Railway;

(b) if so, the details thereof; and

(c) the action being taken in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) No such complaint has been received during the last one year.

(b) and (c) Do not arise.

BOGUS APPOINTMENTS IN IZZAT-NAGAR DIVISION

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

(a) whether any information has been received in regard to the bogus appointments in Izzatnagar division of North Eastern Railway during 1990; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) 9 such cases have been reported.

(b) Details are being obtained and will be laid on the Table of the Sabha.

EMPLOYMENT TO DEPENDENTS OF VOLUNTARILY RETIRING EMPLOYEES

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

(a) whether dependents of railway employees proceeding on voluntary retirement are provided employment by the Railways on priority basis;

(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) No, Sir.

(b) Does not arise.

(c) No preferential treatment is given to the wards of retired or voluntarily retiring railway employees as per Government policy. Dependents/wards of such employees have to compete alongwith others, aspiring for railways service.

REPLACEMENT OF COACHES AND WAGONS

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

(a) the number of wagons and coaches likely to become outdated by the year 1995;

(b) whether new arrangements have been made to replace these outdated wagons and coaches; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) Perhaps, the Hon'ble Member is referring to the number of wagons and coaches becoming over-aged.

By the year 1995, 70,000 wagons (in terms of 4-wheelers) and 5200 coaches would be overaged.

(b) and (c) It is proposed to manufacture about 1,28,000 wagons, in terms of Four Wheeler Units and 10,500 coaches during 91-92 to 94-95, on both additional and replacement accounts.

[English]

NIZAMABAD-PEDDAPALLI RAILWAY LINE

958. SHRI SOBHANADREESWARA RAO VADDE : Will the Minister of RAILWAYS be pleased to state :

(a) whether a survey was conducted for the construction of Nizamabad-Peddapalli railway line to connect the Grant Trunk rail line;

(b) if so, the details thereof and the estimated cost of the project; and

(c) when this project will be taken up for implementation ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) to (c) Surveys for Patancheru-Peddapalli new BG line via

Karimnagar, Nizamabad-Ramagundam via Jagtial and Uppal-Jagtial via Karimnagar were carried out in 1980-81 and 1984-85 respectively. The cost of 301 km and 155 km length of new lines at the then prevailing prices worked out to Rs. 95.67 crores and Rs. 57.99 crores with a rate of return of 3.07 per cent and 0.89 per cent respectively. As the surveys have revealed inadequate traffic prospects and as Railways are facing severe resource crunch it is not possible to take up Nizamabad-Peddapalli new BG line for the present.

CHANDIGARH CITY BOOKING OFFICE

959. SHRI PAWAN KUMAR BAN-SAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether adequate arrangements have not been made for booking of tickets at the Chandigarh City Booking Office causing inconvenience to the commuters; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) Despite space constraints, adequate facilities for booking of tickets and reservations have been provided at Chandigarh City Booking Office.

(b) It is planned to shift the City Booking Office to a more spacious venue in a nearby complex under construction.

RESTORATION OF FLIGHTS BETWEEN DELHI AND CHANDIGARH

960. SHRI PAWAN KUMAR BAN-SAL : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the flights between Delhi and Chandigarh have been curtailed recently;

(b) if so, the reasons therefor; and

(c) the time by which the daily Indian Airlines flight between Delhi and Chandigarh is likely to be restored ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) to (c) Flights between Delhi and Chandigarh have been curtailed due to runway repairs at Chandigarh airfield. The restoration of flights to Chandigarh would depend on completion of repairs of the runway and on operational and commercial considerations.

PURCHASE OF POWER FEEDERS

961. SHRI MADAN LAL KHURANA : Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state :

(a) whether some of the power feeders supplying electricity to Delhi have remained out of order for some time now;

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

(c) when and from where these feeders were purchased and whether these are under any warranty/guarantee period and if so, the details thereof;

(d) since when these are lying unserviceable and the steps taken to get them serviced/replaced; and

(e) the comparative power supply position in Delhi during 1989, 1990 and this summer ?

THE MINISTER OF STATE IN THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI) : (a) to (d) None of the transmission lines feeding power to Delhi from the Northern Grid remained out of order for long durations. However, planned shut downs or breakdowns limited to small durations are allowed for maintenance/repairs.

Out of the six Gas Turbine Units, Purchased from M/s. Alstom, France and installed in 1986, three have been out of order for different periods during the last one year due to technical reasons. The warranty for all the six Gas Turbine Units has already expired.

DESU has taken action for repairs and recommissioning of these units.

(e) The comparative power supply position in Delhi during summer season in 1989, 1990 and 1991 is as follows :—

(Million Units)

	1989	1990	1991
	April-June 1985	April-June 2245	April-June 2362
Requirement	1985	2245	2362
Availability	1962	2228	2326
Deficit (%)	23(1.2)	17(0.8)	36(1.5)

LOSS IN INDIAN AIRLINES

962. SHRI MADAN LAL KHURANA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the Indian Airlines continue to be incurring loss consecutively for the third year;

(b) if so, the loss incurred by the Indian Airlines during the last three years, year-wise and the reasons therefor;

(c) the measures taken to tone up the functioning of the Indian Airlines;

(d) whether the Indian Airlines is paying commission to the travel agents on domestic tickets;

(e) if so, the details of the commission paid during the past twelve months;

(f) the reasons for paying commission to travel agents when the Indian Airlines has no private Competitor in domestic flights; and

(g) the measures taken to scrap the commission system in the sale of Indian Airlines tickets forthwith ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) to (e) A statement is attached.

(f) and (g) Commission to travel agents is paid for the various facilities and services provided by them to the customer. Sale of tickets through travel agents is a well recognised and widely followed system by airlines all over the world. There is no justification to discontinue this system by Indian Airlines.

STATEMENT

Part (a): Indian Airlines is incurring losses since 1989-90.

Part (b):	Year	Losses	Main Reasons for loss
	1989-90	Rs. 15.24 Cr.	1. Heavy incidence of depreciation and interest on borrowed funds due to induction of A-320 fleet. 2. Grounding of A-320 fleet.
	1990-91 (Prov.)	Rs. 82.75 Cr.	1. Grounding of A-320 fleet. 2. Incidence of depreciation, interest and insurance charges. 3. Increase in cost of fuel.

Part (c) : The following steps have been taken to improve the performance of Indian Airlines and to curb its expenses :—

- (1) Scheduling of aircraft matching with traffic demand and improvement in passenger overall load factor;
- (2) Better utilisation of the fleet;
- (3) Reduction in revenue expenditure;
- (4) Deferment/avoidance of expenditure of capital nature;
- (5) Control on additional recruitment of staff;
- (6) Close monitoring of one-time performance and fleet utilisation;
- (7) Improvement in passenger services.

Parts (d) and (e) : Yes, Sir. Commission is payable to travel agents on domestic ticket at the following rates :

On basic fare	— 5%
On fuel surcharge	—2.5%
On basic fare of tickets sold against Credit Cards	—2.5%

The total commission paid to Indian agents in 1990-91 was about Rs. 22.00 crores.

[*Translation*]

INTER-CITY TRAIN BETWEEN SURAT AND BARODA

963. **SHRI KASHIRAM RANA :** Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to introduce an inter-city train between Surat and Baroda in view of the density of passenger traffic;

(b) if so, by when; and

(c) whether the Government also propose to convert Ahinsa Express (Poona-Ahmedabad) into a daily train to meet the demand for an inter-city train between Surat and Baroda ?

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

(b) Does not arise.

(c) No, Sir.

[*English*]

GANDHAR GAS BASED POWER PROJECT

964. **SHRI KASHIRAM RANA :** Will the Minister of POWER AND NON-

CONVENTIONAL ENERGY SOURCES be pleased to state :

(a) whether the Government of Gujarat has requested the Union Government that the Gandhar Gas-based power project may be for peak load and not for base load purposes;

(b) if so, when this letter was received by the Union Government; and

(c) if not, the time by which this project is going to be cleared as a base load power project ?

THE MINISTER OF STATE IN THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI) : (a) A proposal for Gandhar Gas based combined cycle power station (615 MW) has been received from Gujarat Electricity Board (GEB) for base load operation.

(b) Does not arise.

(c) The project cleared by the Central Electricity Authority from techno-economic angle in October, 1989, is under examination of the Planning Commission.

[*Translation*]

RAILWAY BRIDGE OVER GANDAK RIVER NEAR CHHITAUNI

965. SHRI KAMLA MISHRA MADHUKAR : Will the Minister of RAILWAYS be pleased to state :

(a) the progress made so far in the construction work of the railway bridge over Gandak river near Chhitauni;

(b) whether the work is behind the schedule.

(c) if so, the reasons therefor; and

(d) the steps being taken for the expeditious completion of the project ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) Progress upto 30th June, 1991 is 16 per cent.

(b) Yes, Sir.

(c) The co-shares viz., Government of Uttar Pradesh and Bihar are defaulting in the timely release of their shares of funds for 1990-91 and 1991-92.

(d) The co-shares are being pursued to deposit their shares. Ministry of Water Resources has already agreed to provide their share and Ministry of Railways has allocated their share in the Budget 1991-92. The main work in the Khadir of the River is tentatively planned for 1992-93 subject to co-shares contributing their shares in time.

INCREASE IN AIR SERVICES FROM DELHI AND BOMBAY TO AURANGABAD

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

(a) whether the Government propose to increase the number of air services from Delhi and Bombay to Aurangabad during this tourism period;

(b) if so, the details thereof; and

(c) if not, the reasons therefor ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) and (b) Yes, Sir. It is proposed to increase the number of services between Bombay and Aurangabad in the winter schedule 1991-92 of the Indian Airlines.

(c) Does not arise.

SUSPENSION OF VAYUDOOT SERVICE TO AURANGABAD

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

(a) whether Vayudoot services to Aurangabad have been suspended;

(b) if so, the reasons therefor;

(c) whether the Government propose to restore Vayudoot services during this tourism year; and

(d) if not, the reasons therefor ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) and

(b) Vayudoot services to Aurangabad were discontinued for commercial and operational reasons.

(c) and (d) Vayudoot has restored its services to Aurangabad on the route Bombay-Aurangabad-Bombay with effect from 14th July, 1991.

[*English*]

CONSUMPTION OF PETROL AND PETROLEUM PRODUCTS

968. SHRI J. CHOKKA RAO : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the fiscal measures taken by the Government to reduce consumption of petrol and petroleum products have achieved the desired results;

(b) if not, the reasons therefor;

(c) whether there is any proposal to rely on rail instead of road transport as

a long term measure to meet petrol and diesel crunch in the coming years; and

(d) if so, the details thereof ?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND) : (a) and (b) The growth in consumption of petroleum products has decreased from 8.1 per cent in 1989-90 to 1.3 per cent in 1990-91 due to a number of factors. It is not possible to attribute the lower growth in consumption in 1990-91 to any single factor.

(c) No, Sir.

(d) Question does not arise.

[*Translation*]

PROFIT/LOSS BY VAYUDOOT

969. **SHRI TEJ NARAYAN SINGH :** Will the Minister of **CIVIL AVIATION AND TOURISM** be pleased to state :

(a) the amount of profit earned or losses suffered by the introduction of Vayudoot services in various sectors so far;

(b) the income being earned under various heads by the Indian Airlines from Vayudoot service; and

(c) the area-wise details of passengers benefited with the Vayudoot service so far ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) The accumulated losses of Vayudoot Limited are estimated to be of order of Rs. 120.00 crores as on 31st December, 1990.

(b) During the last two financial years, Indian Airlines has raised bills on Vayudoot to the extent of approximately Rs. 15 crores per year. But these bills have remained unpaid.

(c) The number of passengers carried by Vayudoot during the last three years was as under :—

1988-89	:	5.23 lakhs
1989-90	:	5.61 lakhs
1990-91	:	4.42 lakhs

REPLACING OF STEAM ENGINES WITH DIESEL ENGINES

970. **SHRI TEJ NARAYAN SINGH : SHRI DEVENDRA PRASAD YADAV :** Will the Minister of **RAILWAYS** be pleased to state :

(a) the number of trains being run with steam-engines, zone-wise;

(b) the details of the criteria adopted to replace steam engines with diesel and to accord priority to them; and

(c) whether the Government propose to replace steam engines with diesel engines in Bihar on priority basis during 1991-92 ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) A statement giving the information is attached.

(b) and (c) Diesel engines meant for passenger carrying trains are primarily utilised for long distance mail/express trains. Replacement of steam engines by diesel engines is a continuous process depending upon availability of diesel locomotives. However, dieselisation of trains is not undertaken state-wise.

STATEMENT

The number of trains being run with steam engines, Railway-wise is given below :—

Railway	No. of trains run with steam engines
Central	186
Eastern	289
Northern	356
N. Eastern	426

N. Frontier	236
Southern	130
South Central	206
South Eastern	136
Western	546
<hr/>	
Total :	2511
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Government for the development of tourism in the State;

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

(c) whether the Union Government have allocated the required funds in this regard;

(d) if so, the details thereof; and

(e) if not, the reason therefor ?

CONVERSION OF RAILWAY CROSSINGS INTO OVER-BRIDGES

971. SHRI TEJ NARAYAN SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to plan any long-term scheme to convert railway crossings into overbridges to check frequent accidents;

(b) the number of crossings on heavy density railway lines replaced by overbridges during the last three years; and

(c) the number of railway crossings in Bihar and Uttar Pradesh separately replaced by overbridges during the last two years ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) Yes, Sir. In the interest of safety and uninterrupted flow of railroad traffic, the Railways, in consultation with the State Government, have been including the works of construction of Road over/under bridges in replacement of busy level crossings in their Annual Works Programmes.

(b) 30

(c) one in Bihar and five in Uttar Pradesh.

DEVELOPMENT OF TOURISM IN BIHAR

972. SHRI TEJ NARAYAN SINGH :

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

(a) whether the Government of Bihar has made some proposals to the Union

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

(b) Through discussions with the Government of Bihar the following projects were identified or 1991-92 :—

4 Tourist Complexes

3 Tourist lodges; wayside amenities

1 Yatri Niwas

Public convenience at 5 places and purchase of tents and water sports equipment.

(c) to (e) An amount of Rs. 234 lakhs has been earmarked for the above scheme. An amount of Rs. 11.02 lakhs has been sanctioned for procurement of Water Sports equipment during 1991-92. Specific proposals alongwith detailed estimates are awaited from the State Government in respect of the other projects.

[English]

RESTRUCTURING OF VAYUDOOT SERVICES

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

(a) whether the Government have conducted a study for the inconvenience caused due to stoppage of air services and connection of air-routes/airports to the passengers and travelling public with the closure of Vayudoot;

(b) whether the Indian Airlines have failed to provide and take over the services earlier served by the Vayudoot;

(c) whether any effort would now be made to restructure the Vayudoot or any other airlines to reduce the inconvenience of travelling public; and

(d) if so, the details thereof ?

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

(b) No, Sir. Most of the services earlier operated by Vayudoot cannot be taken over by the Indian Airlines because the runways at those airports and the traffic demand to those places are not suitable for the type of aircraft in the fleet of Indian Airlines, namely, Airbus A-300, Airbus A-320 and Boeing 737.

(c) and (d) Government is considering various options regarding the future set up of Vayudoot. At the same time, Government is encouraging private air taxi operators to provide more air services.

[Translation]

PRATAPGANJ BIRPUR RAILWAY
LINE (NER)

974. SHRI SURYA NARAYAN YADAV: Will the Minister of RAILWAYS be pleased to state :

(a) whether the Union Government have sanctioned the new rail line from Pratapganj station to Birpur in the North-Eastern railway;

(b) if so, whether land has been acquired for this rail line; and

(c) if so, the time by which the construction work will be started ?

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

(b) and (c) Do not arise.

EXPANSION OF COMPUTERISATION
IN RAILWAYS

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

2965 LSS/91—10

(a) the details of the various programmes being implemented for the expansion of computerisation in railways in the current financial year;

(b) the achievements made in regard to computerisation during 1990-91; and

(c) the extent of computerisation in Eastern and North-Eastern Railways ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) The details of various programmes for computerisation to be taken up during the current financial year are as under :—

- (i) Computerisation of Passenger Reservation Systems at 8 stations, viz., Varanasi, Jodhpur, Agra, Vadodara, Nagpur, Surat, Tiruchi and Coimbatore;
- (ii) Computerised onward and return journey facilities between Madras and Secunderabad;
- (iii) Development of in-house maintenance expertise for the Hardware for reservation computer segment at Bombay;
- (iv) Installation of divisional computerised management information systems on two divisions, viz., Hyderabad and Jodhpur;
- (v) Installation of micro processor based self printing ticketing machines at Delhi;
- (vi) Computer based global enquiry at Delhi;
- (vii) Computerised parcel handling system at Delhi;
- (viii) Computerised claims information systems on Northern, Eastern, Western and South Central Railways;
- (ix) Computer aided design facilities on Southern and South Eastern Railways;
- (x) Computerised Management Information System in 10 Stores Depots;

- (xi) Computerised Railway Receipts System at 2 coal depots and one Oil-refinery; and
- (xii) Installation of Personal Computers in few administrative offices.
- (b) The achievements in regard to computerisation during 1990-91 are as under :—
- (i) Computerisation of Passenger Reservation Systems at 11 stations, viz., Patna, Gorakhpur, Jammu Tawi, Trivandrum, Bhubaneswar, Cuttack, Pune, Allahabad, Guwahati, Jaipur and Kanpur.
- (ii) Net-working of different Passenger Reservation Systems computers on IR—work commenced.
- (c) The extent of computerisation on Eastern and North Eastern Railways is as under :—

(i) Eastern Railway :

- Computerisation of Passenger Reservation System at Calcutta, Dhanbad and Patna.
- Zonal Electronic Data Processing System in Zonal Headquarters at Calcutta.
- Divisional Computerisation Systems at Asansol and Danapur.
- Workshop Management System at Kanchrapara, Jamalpur and Liluah.
- Stores Depots at Liluah.
- Coaching Cabinet System at Calcutta.
- Personal computers in administrative offices.

(ii) North Eastern Railway :

- Computerised Passenger Reservation System at Gorakhpur and Lucknow.
- Zonal Electronic Data Processing System in Zonal Headquarters at Gorakhpur.

- Divisional Computerisation at Lucknow and Varanasi.
- Stores Depot at Gorakhpur and Izatnagar.
- Claims Information System at Gorakhpur.
- Personal Computers in administrative offices.

EXPLORATION FOR OIL AND GAS IN BIHAR

976. SHRI RAMASHRAY PRASAD SINGH : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) the places in Bihar where oil and gas exploration is being conducted by the Oil and Natural Gas Commission and since when;

(b) the details of the success achieved;

(c) whether the ONGC has used latest technology for this work;

(d) if so, the details thereof; and

(e) the details of schemes and clear-cut policy proposed by the Government in the current financial year to expedite the exploration with the assistance of foreign and Indian Companies ?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHAN-KARANAND) : (a) to (c) At Kadmaha in West Champaran District since 16-9-90. So far no hydrocarbons have been found.

(d) The latest technology for seismic survey, drilling and logging has been used.

(e) Government have approved the Fourth Round of Bidding under which Indian and International Companies would be invited for exploration and exploitation of the oil and gas.

ELECTRICITY CONNECTIONS TO AUTHORISED AND UNAUTHORISED COLONIES IN DELHI

977. SHRI RAMASHRAY PRASAD SINGH : Will the Minister of POWER

AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state :

(a) the policy with regard to providing electricity connections in unauthorised and authorised colonies in Delhi; and

(b) when the electricity development charges were increased and the criteria thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI) : (a) Electrification of any colony is the responsibility of the concerned colonising agency. DESU carries out the electrification of an approved|authorised colony on the specific request of the concerned colonising agency against payment of 50 per cent of the estimated cost of electrification and 100 per cent cost of street lighting, besides handing over the sub-station site(s) to DESU free of cost. Only those unauthorised colonies which were in existence upto 1-1-81 are eligible for electrification, subject to the certification by the Town Planner, Municipal Corporation of Delhi. The scheme for electrification of such unauthorised colonies is released by DESU after the prescribed development charges @ Rs. 24- per sq. yard (Rs. 29.70 per sq. meter) are deposited by atleast 25 per cent of the plot holders and suitable land for the sub-station is also handed over to DESU.

(b) The rates of development charges have been revised with effect from 11-4-1991 to partly neutralise the cost escalation since the earlier rates were fixed in June/July, 1985.

CONVERSION OF RAILWAY LINES IN RAJASHTAN

978. SHRI GIRDHARI LAL BHAR-GAVA: Will the Minister of RAILWAYS be pleased to state :

(a) the national average growth of railway lines vis-a-vis growth of railway lines in Rajasthan;

(b) the names of the railway sections in respect of which the Government of Rajasthan has recommended to convert them from metre-gauge into broad-gauge lines and since when this demand has been pending with the Union Government; and

(c) whether the Union Government propose to start the work in order to remove the backwardness in Rajasthan ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) Average growth of railway lines in Rajasthan from 31-3-61 to 31-3-1990 is 9.12 per cent as against the national growth rate of 10.6 per cent for the same period.

(b) The Government of Rajasthan demanded conversion of the following two lines :—

1. Sawai Madhopur-Jaipur in April, 1988.
2. Delhi-Ahmedabad in April, 1988.

(c) The work on conversion of Sawai Madhopur-Jaipur MG into BG line has already been taken up. The conversion of Delhi-Ahmedabad MG line to BG cannot be taken up at present due to constraint of resources.

[English]

USE OF AIRBUS A-320

979. DR. LAXMINARAYAN PANDEYA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether all the airbus A-320 have been included in the flights;

(b) if not, the number of airbus being used and number thereof lying idle; and

(c) the reasons for not using the idle ones ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA) : (a) to (c) At present, except for the two A-320 aircraft

which are undergoing 'C' checks, all the other 16 aircraft in the fleet of Indian Airlines are available for operations. These aircraft are being roated and because of shortage of pilots, any 12 of them are flying on scheduled services every day.

NEWS-ITEM : GOVERNMENT ENDS BAN ON SUMITOMO

980. DR. LAXMINARAYAN PANDEYA :

SHRI SANAT KUMAR MANDAL: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether attention of the Government has been drawn to the news-item captioned "Government ends ban on Sumitomo" appearing in the Indian Express dated 12 April, 1991;

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

(c) when the ban was removed and the reasons therefor ?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHAN-KARANAND) : (a) to (c) Orders issued to Public Sector Undertakings under the then Ministry of Petroleum and Chemicals in December, 1989, not to give further business to the consortium of Japanese companies which functioned under the name of M/s. Sumitomo Corporation. These orders were withdrawn in May, 1991 after agreements between M/s. Sumitomo Corporation and ONGC;GAIL to refer their contractual dispute to arbitration.

WORKING OF REFINERY PROJECTS

981. SHRI VIJAY NAVAL PATIL : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Government propose to examine the working of various refinery projects as they are incurring huge deficits; and

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

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHAN-KARANAND) : (a) The refineries are not incurring huge deficits.

(b) Does not arise.

KANDLA-BHATINDA PIPELINE PROJECT

982. SHRI VIJAY NAVAL PATIL : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) the present stage of the Kandla-Bhatinda pipeline project;

(b) whether the Government are facing any difficulties in completion/commissioning of the project; and

(c) if so, the details thereof and the curative steps being taken in this regard ?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHAN-KARANAND) : (a) The project has been approved by the Government on 29-8-1990. Work relating to acquisition of land, acquisition of right of way for the pipeline, appointment of backup consultants, technical evaluation of offers for composite works contract and yard coating is in progress and global tender for pipeline has been floated.

(b) No, Sir.

(c) Does not arise.

CRUDE OIL PRODUCTION

983. SHRI VIJAY NAVAL PATIL : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Government have formulated plans to step up crude oil production;

(b) if so, the details and the targets fixed and the amount to be spent thereon;

(c) whether the targets are to be fixed by altering the existing level of production ratio; and

(d) if so, the details thereof ?

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

(b) The targets and outlay for the 8th Plan have not been finalised.

(c) and (d) Targets and optimal levels of production are fixed on the basis of the available reserves which can be exploited in the required time frame.

PARTICIPATION OF NRI IN OIL EXPLORATION

984. SHRI HARI KISHORE SINGH : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Government have approached the Non-Resident Indians for exploration of crude oil and natural gas in the country;

(b) If so, the details thereof; and

(c) The response of the Non-resident Indians so far ?

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

(b) and (c) Do not arise.

TOURISM DEVELOPMENT IN KERALA

985. SHRI RAMESH CHENNITHALA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to State :

(a) Whether the Government of Kerala has submitted any scheme aimed at augmenting tourism infrastructure in the state :

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

(c) the amount allotted for Tourism Development Projects in Kerala during 1991-92 and the preceding two years ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) and (b) : Yes, Sir, The Government of Kerala has sub-

mitted proposals for improvement of tourism infrastructure which include setting up of air-conditioned restaurants ; upgradation of properties of Kerala Tourism Development Corporation and purchase of air-conditioned coaches. The scheme for air-conditioned coaches has been sanctioned for Rs. 16.68 lakhs.

(c) An amount of Rs. 87.00 lakhs has been earmarked for tourism projects in Kerala during 1991-92. Rs. 85.02 lakhs and Rs. 190.19 lakhs were sanctioned during 1989-90 and 1990-91 respectively.

ELECTRIFICATION OF RAILWAY LINES IN KERALA

986. SHRI RAMESH CHENNITHALA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government have any proposal for the electrification of the railway lines in Kerala in near future ;

(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) No, Sir.

(b) Does not arise.

(c) Keeping in view general financial constraints and lower traffic density obtaining in sections in Kerala, there is no immediate proposal for electrification.

DEVELOPMENT OF TRIVANDRUM AND PALGHAT RAILWAY DIVISION

987. SHRI RAMESH CHENNITHALA : Will the Minister of RAILWAYS be pleased to state the expenditure incurred for the development of railway projects in Trivandrum and Palghat Divisions during 1990-91 ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : Expenditure incurred for the development of Railway pro-

jects for Trivandrum and Palghat Division during 1990-91 is as under :

Sl. No.	Plan Head	Palghat Division	Trivandrum Division
(Figures in thousands of Rupees)			
1.	New Lines	—	26,72,11
2.	Doublings	—	8,46,55
3.	Gauge Conversion	—	26
4.	Traffic facilities	2,67,75	4,81,20
5.	Computerisation	3,84	23,36
6.	Track renewal	34,30,44	4,94,92
7.	Bridges	3,23,59	36,49
8.	Signalling and Tele. Communication	1,11,98	39,25
9.	Other Electrical work	12,31	6,46
10.	Workshop including Production Unit	86,01	25,75
11.	Staff Quarters	91,54	52,16
12.	Amenities for staff	48,41	11,31
13.	Passenger amenities	66,22	98,90
14.	Other specified work	30,98	90,40
TOTAL:—		44,76,07	48,79,12

OIL EXPLORATION AT COCHIN HIGH

988. SHRI RAMESH CHENNITHALA : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Government have dropped the Cochin-High Petroleum exploring project ; and

(b) if not, the details of the projects work ?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND) : (a) and (b) : ONGC's exploration in the offshore Kerala-Konkan basin is continuing with the acquisition of 5121 LKM of seismic data in March-May, 1991.

SUPPLY OF COAL TO PARTIES BY CIL AND SALE OF SCRAP BY CCL

989. SHRI S. B. SINGH : Will the Minister of COAL be pleased to state :

(a) the quantity and the manner in which the scrap has been sold by the Central Coalfields Limited ;

(b) whether the Government propose to review the present method of supply of coal to various industries through stockyards appointed by the Coal India Ltd. in order to give direct supply to the parties ; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S. B. NYAMAGOUDA) : (a) As per the information given by the Central Coalfields

Ltd. (CCL), during 1990-91 following quantity of scrap materials were sold by CCL through Metal and Scrap Trading

IRON & STEEL	EMPTY DRUMS
2015 tonnes	14591 Nos

(b) Presumably the Hon'ble Member is referring to the satellite stockyards started by Coal India Ltd. near the Coal mines for road releases so that the malpractices associated with the entry of consumer's trucks in the collieries are minimised. There is no proposal to discontinue such stockyards.

(c) Does not arise.

LPG CONNECTIONS IN KERALA

990. SHRI V. S. VIJAYARAGHAVAN : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) the number of LPG connections issued so far in Kerala, district-wise ;

Corporation, A Government of India Undertaking, by way of open tender auction etc :—

TYRES & BATTERIES	MISCELLANEOUS ITEMS
3045 Nos	(a) 81.4 tonnes (b) 534 Nos (c) 2085 metres

(b) the number of applications for fresh connections pending in each district ; and

(c) the steps being taken to expedite the release of gas connections ?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND) : (a) and (b) : A statement is attached.

(c) Release of new LPG connections is done by the Oil Industry all over the country according to an annual programme which depends on the estimated availability of LPG during the year.

STATEMENT

(As on 1-7-1991)

Sl. District No.	No. of LPG connections issued	Waiting list
1. Alleppey	36087	24348
2. Palghat	33319	14565
3. Mallapuram	6840	3866
4. Trichur	57741	21584
5. Trivandrum	76647	20047
6. Cannanore	32381	10462
7. Kasargod	12496	8743
8. Calicut	35916	16350
9. Wynad	3299	206
10. Ernakulam	118431	33586
11. Idukki	7142	6605
12. Kottayam	43480	20537
13. Pattanamthitta	26402	18659
14. Qulion	32055	107773

**GURUVAYOOR—KUTTIPPURAM
RAILWAY LINE**

991. **SHRI V. S. VIJAYARAGHAVAN** : Will the Minister of RAILWAYS be pleased to state :

(a) the progress made in the construction of the Guruvayoor-Kuttippuram railway line in Kerala ;

(b) the total amount spent till date on this project ; and

(c) when is it likely to be completed ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) There is no proposal for taking up the work at present.

(b) and (c) Do not arise.

**RECOMMENDATIONS OF EXPERTS
ON LOSS COMMITTEE IN VAYU-
DOOT**

992. **SHRI HARIN PATHAK** : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether any committee of experts has been appointed to go into the reasons for the loss in Vayudoot ; and

(b) if so, the details of the recommendations made by the Committee to streamline the Vayudoot to make it viable ?

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

(b) Does not arise.

**ANGAMALY-ACHENKOIL
RAILWAY LINE**

993. **SHRI PAI A. K. M. MATHEW** : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government have received various representations for a Mala-

yora Railway line from Angamaly via Pathanamthitta, Ranny, Punalur, Achenkoil in Kerala ;

(b) if so, whether feasibility study is proposed to be undertaken in this regard ; and

(c) if not, the reasons therefor ?

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

(b) No, Sir.

(c) Constraint of resources and heavy commitments already on hand.

**TOURISM DEVELOPMENT AT BALASORE
DISTRICT OF ORISSA**

994. **DR. KARTIKESWAR PATRA** : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the Government plan to cause allround developmental work on Tourism particularly during this International Tourism Year ;

(b) the details of projects/proposals received from the Orissa Government in respect of the Beach Resort at Chandipur, other tourism packages in Balasore District of Orissa for Central Clearance and financial assistance ; and

(c) the present status of these proposals ?

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

(b) Project proposals for the development of Chandipur, Bhadrak, Talsari, Chandbali and Bhitranika in the District of Balasore were received from the Government of Orissa.

(c) Projects for Chandipur, Bhadrak, Chandbali and Bhitranika have been sanctioned by the Central Government. Project at Talsari is under consideration of the Government.

ALLOCATION OF PETROL AND DIESEL TO KERALA

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

(a) the allocation of the diesel and petrol to Kerala and other States before the Gulf Crisis ;

(b) whether there is any cut in the allocation to Kerala after the Gulf Crisis ;

(c) whether the Kerala Government has requested the Union Government to increase its quota ; and

(d) If so, the details thereof and the outcome therefrom ?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND) : (a) to (d) : The Central Government does not allocate petrol and diesel to States. However, from October, 1990 till April, 1991 releases through retail outlets were regulated.

CLEARANCE TO PUYANKUTTY HYDEL POWER PROJECT

996. SHRI KODIKKUNNIL SURESH : Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state :

(a) whether clearance has been given to Puyankutty hydel power project in Kerala ;

(b) if not, the reasons thereof ; and

(c) the suggestions/recommendations of Kerala on this project ?

THE MINISTER OF STATE IN THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI) : (a) to (c) The Puyankutty Hydro-electric Project was accorded techno-economic approval by Central Electricity Authority during January, 1984 and was subsequently sanctioned by the Planning Commission in August, 1986 subject to State Government obtaining forest clearance from Ministry of Environment and Forests. 2965 LSS/91—11

The project was accorded environmental clearance in June, 1985. Regarding Forest clearance, the proposal of the Government of Kerala for diversion of 3001.8 ha. of forest land was considered by the Advisory Committee of Ministry of Environment and Forests and was rejected in January, 1991.

997. SHRI KODIKKUNNIL SURESH ; Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state the amount spent on the construction of the Kayamkulam Thermal Power Project till March, 1991 ?

THE MINISTER OF STATE IN THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI) : A total amount of Rs. 431 lakhs has been spent on the Kayamkulam Thermal Power Project till March, 1991.

[*Translation*]

DELUX TRAIN BETWEEN NEW DELHI—HOWRAH

998. SHRI UPENDRA NATH VERMA : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to convert the delux train running between New Delhi and Howrah via Gaya and vice-versa into daily train ;

(b) if so, when ; 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) Operational and resource constraints.

COMPLIMENTARY CHEQUE PASSES

999. SHRI BHOGENDRA JHA : Will the Minister of RAILWAYS be pleased to state :

(a) the number of complimentary cheque passes issued during 1990 and

January to June, 1991 month-wise and category-wise ; and

(b) the criteria adopted for issuing such passes ?

THE MINISTER OF STATE IN THE
MINISTRY OF RAILWAYS (SHRI

MALLIKARJUN) : (a) A Statement is attached.

(b) Such Passes are issued on merits/discretion. No specific criteria has been laid down.

STATEMENT

Month & Year	1st AC	IInd AC	Ist	IInd	Total
January, 90	—	—	—	—	—
February, 90	—	—	—	7	7
March, 90	—	—	—	19	19
April, 90	—	2	1	15	18
May, 90	—	1	2	15	18
June, 90	—	—	5	20	25
July, 90	5	—	6	15	26
August, 90	—	—	7	8	15
September, 90	—	—	2	10	12
October, 90	—	9	1	7	17
November, 90	—	—	3	15	18
December, 90	—	—	23	48	71
January, 90 to December, 90	5	12	50	179	246
January, 91	—	8	23	91	122
February, 91	—	8	15	84	107
March, 91	—	11	79	176	266
April, 91	—	13	287	269	569
May, 91	—	15	138	44	197
June, 91	—	—	11	10	21
January, 91 to June, 91	—	55	553	674	1282

Total Number of passes

January, 90 to June, 91	1st AC	IInd AC	Ist	IInd	Total
	5	67	603	853	1528

[English]

**PETROL/DIESEL OUTLETS IN
BALASORE, ORISSA**

1000. DR. KARTIKESWAR PATRA :
Will the Minister of PETROLEUM AND
NATURAL GAS be pleased to state :

(a) the number of petrol/diesel out-
lets allotted so far in the Balasore dis-
trict of Orissa; and

(b) the names of places in Balasore
which have been included in the Market-
ing Plan 1991-92 for opening of these
outlets and places being surveyed at pre-
sent ?

THE MINISTER OF PETROLEUM
AND NATURAL GAS (SHRI B. SHAN-
KARANAND) : (a) Twenty two.

(b) No new location in this district
has been identified for opening a retail
outlet dealership.

EXPORT OF DIESEL LOCOMOTIVES

1001. SHRI GOVINDRAO NIKAM :
Will the Minister of RAILWAYS be
pleased to state :

(a) whether the diesel locomotives
made by Indian Railways are the chea-
pest in price and best in performance ;
and

(b) if so, whether the Government
any proposal to export the diesel loco-
motives ?

THE MINISTER OF STATE IN THE
MINISTRY OF RAILWAYS (SHRI
MALLIKARJUN) : (a) The diesel loco-
motives made by Indian Railways are
amongst the cheapest in the correspond-
ing horse power range.

The basic design of the locomotive is
of 1960 vintage. This has done excellent
service and continues to be the mainstay
of diesel traction on the Indian Railways.
However, in fuel efficiency, haulage capa-
city, speed potential and maintainability,
it does not match the current designs of

diesel locomotives marketed in advanced
countries.

(b) No Sir. The manufacturing capa-
city in the country is not adequate to
satisfy the full requirement of the Indian
Railways and Public Sector Undertakings.

**DIRECT AIRLINK FROM VARIOUS
FOREIGN COUNTRIES**

1002. SHRI GOVINDRAO NIKAM :
Will the Minister of CIVIL AVIATION
AND TOURISM be pleased to state :

(a) whether the Government have any
proposal to develop budhist shrines in
various States;

(b) whether the Government propose
to provide direct airlink from Japan, Sri
Lanka, Korea, Thailand, Taiwan and
Indonesia to the budhist shrines situated
in the different parts of the country to
avoid any kind of inconvenience to the
tourists coming from those countries;

(c) if not, the alternative arrangement
the Government propose to provide for
the tourists from these countries;

(d) whether Japan has already shown
interests in this regard and assured some
financial help also; and

(e) if so, the details thereof ?

ANSWER

THE MINISTER OF CIVIL AVIA-
TION AND TOURISM (SHRI MADH-
AV RAO SCINDIA) . (a) Tourism in-
frastructure at certain places in U. P. and
Bihar connected with the life of Lord
Buddha are being developed.

(b) No, Sir. The Buddhist traffic from
Japan, Sri Lanka, Korea, Thailand, Tai-
wan and Indonesia is not sufficiently
large at present to warrant direct airlinks
with the Buddhist centres in India.

(c) The existing airlinks to the country
are adequate to cater to the tourists who
wish to come to the country to visit the
Buddhist Shrines.

(d) No, Sir. The Government of
Japan have not assured any financial help
for these airlinks.

(e) Does not arise.

AIRPORT AT SHIRDI, MAHARASHTRA

1003. SHRI GOVINDRAO NIKAM : Will the Minister of CIVIL AVIATION, AND TOURISM be pleased to state :

(a) whether the Government propose to construct an airport at Shirdi in Maharashtra ;

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

(c) if not, the reasons therefor ?

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

(b) and (c) Do not arise.

TRACTION FACTORY AT NASIK

1004. DR. VASANT NIWRUTTI PAWAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government have decided to shift the railway traction factory from Nasik to some other place ; and

(b) if so, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) There is no Railway Traction Factory at Nasik. There is one Traction Motor Workshop at Nasik for repairs of Traction Motors. There is no proposal to shift the Workshop.

(b) Does not arise.

ADDITIONAL BOGIES IN PANCHVATI EXPRESS

1005. DR. VASANT NIWRUTTI PAWAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to increase the number of first class bogies in Panchvati Express ; and

(b) if so, when ?

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

(b) Does not arise.

CONVERSION OF MIRAJ-LATUR AND CONSTRUCTION OF OSMANABAD-LATUR-PANDHARPUK LINE

1006. SHRI RAM NAIK : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is proposal for the conversion of Miraj-Latur via Pandharpur from narrow gauge to broad gauge and construction of new railway line for connecting Osmanabad to Latur and Pandharpur in Maharashtra ;

(b) the reasons for not undertaking these works on priority ;

(c) whether the Government of Maharashtra has proposed to participate in the project cost ; and

(d) whether the Union Government have a proposal for the creation of an independent authority on the line of Konkan Railway Corporation for this project ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAY (SHRI MALLIKARJUN) : (a) to (d) Survey for conversion of Miraj-Latur NG line BG and its extension to Latur Road was carried out in 1975. Cost of 359 km. length of new BG line was then assessed at Rs. 43.12 crores with a rate of return of 1.4%. As the survey had revealed inadequate traffic prospect the project was not taken up. In 1990, Government of Maharashtra recommended taking up this work and also connecting Osmanabad with this line.

The proposal was to set up a Corporation for taking up this project along with other project on the lines of Konkan Railway Corporation. While sanctioning Konkan Railway Project Ministry of Finance has laid down that no similar Corpora-

tion should be considered during the 8th Plan.

Owing to acute constraint of resources and the low rate of return of the project it would not be possible to take up the project for the present.

[*Translation*]

ELECTRIFICATION OF MUGHALSARAI-DANAPUR LINE

1007. SHRI VISHWANATH SHASTRI : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any scheme for the electrification of railway line between Mughalsarai to Danapur ;

(b) if so, the details thereof ; and

(c) when it is likely to be started ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) to (c) Yes, Sir. Electrification of Sitarampur-Jhajha-Danapur-Mughalsarai section of which Danapur-Mughalsarai section forms a part, is a sanctioned work. Electrification of Sitarampur-Jhajha section has now been cleared for execution. Further extension to Mughalsarai will depend on availability of resources and relative priority to be given to different sections.

INTRODUCTION OF TRAIN FOR DELHI VIA MHOW AND VARANASI

1008. SHRI VISHWANATH SHASTRI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government are contemplating to introduce passenger train for New Delhi to Varanasi via Mhow, and

(b) if so, when ; and

(c) if not, the reasons therefor ?

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

(b) and (c) Presently not feasible due to operational as well as resource constraints.

RAILWAY BRIDGE AT GHAZIPUR

1009. SHRI VISHWANATH SHASTRI : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is demand to construct a railway bridge over the Ganga river for connecting Tarighat and Ghat railway stations in Ghazipur ; and

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

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

(b) A survey has been included in 1991-92 Budget. The project will be considered based on the results of the survey and availability of resources in the coming years.

VAYUDOOT SERVICE TO ANDHRA AIRPORT

1010. SHRI VISHWANATH SHASTRI : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether any scheme has been formulated in the past to connect Andhra airport of Ghazipur district through Vayudoot service ;

(b) if so, the details thereof ; and

(c) the progress made in implementing that scheme ?

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

(b) and (c) Do not arise.

[*English*]

VAYUDOOT SERVICES TO KOTA, RAJASTHAN

1011. SHRI DAU DAYAL JOSHI : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) the number of times and the names of air service by which Kotah in Rajasthan was linked ;

(b) the number of times these services were discontinued and the reasons for their discontinuation ;

(c) whether any complaints from the Members of Parliament have been received for introducing the earlier time-table of the Vayudoot for Kotah ; and

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

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV R O SCINDIA) : (a) The details of flights scheduled and operated by Vayudoot to Kotah during the last three years are given below :

Year	Flights scheduled	Flights actually operated
1988-89	156	133
1989-90	156	146
1990-91	91	07

(b) The services were discontinued due to shortage of aircraft capacity and unviability of the operations.

(c) Yes, Sir.

(d) Because of the heavy losses sustained by Vayudoot, it is not possible to restore this service.

RAILWAY PASSES

1012. SHRI SYED SHAHABUDDIN : Will the Minister of RAILWAYS be pleased to refer to the reply given on 16 July, 1991 to Unstarred Question No. 207 regarding free travel railway passes and state :

(a) the particulars of such pass holders as on 31 March, 1991; and

(b) the details of passes issued in April, May and June, 1991, month-wise ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) A Statement is attached.

(b) Details of Complimentary Card Passes issued in April, May and June, 1991, month-wise are as under :—

Month	1st Class	Ind Class
April, 1991	15	4
May, 1991	4	—
June, 1991	1	—
Total :	20	4

STATEMENT

1st Class Complimentary Card Pass (including IAC)

- | S. No. | Name & Address of the Person to whom issued |
|--------|--|
| 1. | Smt. Sarla Kumari, Kuchipudi Dancer, H. No. E-768, Makhani Singh Block, Asiad Village, New Delhi. |
| 2. | Miss Nirmala Deshpandey, President, Akhil Bharat Rachnatmak Samaj, Kingsway Camp, Delhi. |
| 3. | Smt. Kameshwari Devi, W/o Late Shri L. N. Mishra, 15, Tilak Marg, New Delhi. |
| 4. | Sister Mary Mascarenhas, Leprosy, Rehabilitation Training Centre, Magadi Road, Bangalore. |
| 5. | Shri Laxman Singh, National Commissioner, Bharat Scouts & Guides, 16, M.G. Marg, I.P. Estate, New Delhi. |
| 6. | Dewan Syed Zainul Abedin Ali Khan, Dargah Bazar, Ajmer. |
| 7. | Managing Director Director Technical Director Finance, Indian Railway Welfare Organisation, New Delhi. (With one to travel at a time). |
| 8. | General Manager, West Zone, Indian Railway Welfare Organisation, Bombay. |

- | S. No. | Name & Address of the Person to whom issued | S. No. | Name & Address of the Person to whom issued |
|--------|---|--------|---|
| 9. | Shri K. S. Murthy, Consultant Engineer, Indian Railway Welfare Organisation, Madras. | 23. | Swami Amritarupananda, Ramakrishna Mission, Vivekananda Society, Jamshedpur. |
| 10. | Shri Durga Vijay Pandey, 65D 422, Silver Glass Factory, Baulia Lahartara, Cantt. Varanasi. | 24. | Shri Sidda Raj Dhabda, Chaura Rasta, Jaipur. |
| 11. | Smt. Nirmala Ram Das Gandhi, Sevagram Ashram Pratishtan, Wardha, Maharashtra. | 25. | Shri Balasubramanian, G.M. South Zone Indian Railway Welfare Organisation, Madras. |
| 12. | Three Office-bearers of Kasturba Gandhi Memorial Trust, Kasturba Gram, Indore. (With One to travel at a time). | 26. | Shri Chandra Kant Saha, Antar Bharati, Shamiwar Peth, Pune-411030. |
| 13. | Four Office-bearers of The Bharat Scouts & Guides, 16, M.G. Marg, I.P. Estate, New Delhi. | 27. | Three Officials of Mahatma Gandhi Institute of Medical Sciences, Sevagram. (With One to travel at a time). |
| 14. | Swami Harinarayananda, Chairman, All India Bharat Sevak Samaj, 22, S. P. Marg, New Delhi. | 28. | Shri V. R. Gauri Shankar, Administrator, Sri Sringeri Math, Sringeri. |
| 15. | Smt. Vimala Farooqui, General Secretary, National Federation of India Women, 1002, Ansal Bhawan, 16, K.G. Marg, New Delhi. | 29. | Miss Avanti Maken, Daughter of Late Shri Lalit Maken, No. 6, Maulana Azad Road, New Delhi. |
| 16. | All India Federation of The Deaf, 18, Northend Complex, Ramakrishna Ashram Marg, New Delhi. | 30. | Shri Zail Singh, Former President of India, 4, Circular Road, Chanakya puri, New Delhi. —IAC |
| 17. | Swami Swatmananda, Secretary, Ramakrishna Mission, Rajmundry. | 31. | Two Office-bearers of Vishwa Sahitya Sanskrit Sansthan, C-13, Press Enclave Saket, New Delhi. (With One to travel at a time). |
| 18. | Swami Atmavidananda, Secretary, Ramakrishna Mission, Moradabadi, Ranchi. | 32. | Shri S. M. Gavaskar, Cricketer, 43, Surya Apartments, Worli, Bombay. —IAC |
| 19. | National Society for Prevention of Blindness-India-AIIMS-New Delhi-Three Office bearers. (With One to travel at a time). | 33. | Shri Shakeel Ahmed Khan, 4 445, Azra Lodge, Dodbpur, Aligarh. |
| 20. | Two Office bearers of Indian Council for Child Welfare, 4, Deen Dayal Upadhyay Marg, New Delhi. (With One to travel at a time). | 34. | Shri S. Hussain Waheed, R o Zaratshau Dodbpur, Aligarh. |
| 21. | Shri Manager Singh, Sadar Bazar. | 35. | Shri S. A. Jagannathan, Organising Secretary, Hind Kusht Nivaran Sangh, 1, Red Cross Road, New Delhi. |
| 22. | Brother Ravindra Jain, Missionaries of Charity, 69, Vokola Village, Santa Cruz, Bombay. | 36. | Shri Jagdish Narain Pandey, B-1 8, Shatraka Housing Society Near R.T.O., Four Bungalow Andheri, Bombay. |

- | S. No. | Name & Address of the Person to whom issued | S. No. | Name & Address of the Person to whom issued |
|--------|--|--------|--|
| 37. | Shri C. S. Ramaachandran, ICS (Retd.), Sankar Academy of Sanskrit Culture & Classical Arts, D1 213, Satya Marg, New Delhi. | 53. | Swami Vijayananda, In-charge & Secretary, Bharat Sevashram Sangh, Srinivaspuri, New Delhi. |
| 38. | Shri Harish Chander, Journalist, 48, Shardhanand Marg, Delhi. | 54. | Shri Ram Ashrey Pandey, Ghasi Town, Mau Distt. U.P. |
| 39. | Smt. Abha Gandhi, Kasturbhadam, Rashtriyashalla, Rajkot. | 55. | Shri Nanaji Deshmukh, Founder-President, Deendayal Research Institute, New Delhi. |
| 40. | Shri Raj Kumar Rai, Ex-MP., 1 1A-Kali-Bari Marg, New Delhi. | 56. | Shri Mukesh Chander, Purani Dhamshala, Muzaffarpur, Bihar. |
| 41. | Two Office-bearers of Kasturba Gandhi Health Society Sevagram, Wardha—Smt. Kamala Desikan, Shri Nalinbhai Mehta. (With One to travel at a time). | 57. | Dr. Bengali Singh —IAC |
| 42. | Three Office-bearers of Indian Adult Education Association. (With One to travel at a time). | 58. | Professor Ashutosh Sharma, Hony. Genl. Secretary, Asian Women's Cricket Council, 41B, Karan Nagar Extn. Jammu. |
| 43. | Capt. Abhas Ali, 4 6, Johnson Compound, Jail Road, Aligarh, U.P. | 59. | Major A. K. Singh, "Trishna Expedition", F-5 5, Paper Mill Colony, Lucknow. |
| 44. | Shri Vijay Narain, D4-B 57, Mirin Pokhram Varanasi, U.P. | 60. | Shri S. L. Bahuguna, "Chipko International Centre" P.O. Silyara via Chansal, Tehri-Garwal, Pin-249155. |
| 45. | Shri Garish Chugh, A 158, Preet Vihar, Delhi. | 61. | Shri Triveni Prasad Singh, Village Turta, P.O. Turta, Distt. Aurangabad, Bihar. |
| 46. | Shri Shamin Jaipuri, Kashana-e-Mahmood, Bani-Sarai, Meerut City, U.P. | 62. | Shri Mama Baleshwar Dayal, President of Bamania. Indore State via Ratlam, M.P. |
| 47. | Shri Ashok Bharati, Durga Prasad Choudhury Path Kalibari Road, Muzaffarpur. | 63. | Shri Kapil Deo Singh, U.P.O. Barhiya, Distt. Munger, Bihar. |
| 48. | Shri Rohit Bal Vohra, 17A 62, W.E.A. Karol Bagh, New Delhi. | 64. | Smt. Sashi Sharma, B7 2, RBI Colony, Lucknow. |
| 49. | Shri Devanand Amat, 18, Mahadeo Road, New Delhi. —IAC | 65. | Shri Sanwar Lal Sharma, 4-357, Raghunath Bagh, Kunda Swami Lane, Sultaz Bazar, Hyderabad. |
| 50. | Shri Madhukar Rao Chaudhury, President, Rashtriya Bhasha Prachar Samiti, Hindi Nagar, Wardha. | 66. | Smt. Indumati Keshkar, 415 1, Shantivar Peth, Pune. |
| 51. | Shri Dwarka Das Ved, Secretary, Rashtra Bhasha Prachar Samiti, Hindi Nagar, Wardha. | 67. | Shri Amrit Niogi, South Malaka, Allahabad. |
| 52. | Shri H. S. Banera, CI MS., Baba Kharak Singh Marg, New Delhi. —IAC | 68. | Shri Parmanand Mishra, 8 1, LIC, Govindpuri Colony, Allahabad. |
| | | 69. | Km. Amelu Ammal, Ex. M.L.A. U.P., Kedar Kutir, Basti. |

S. No.	Name & Address of the Person to whom issued	S. No.	Name & Address of the Person to whom issued
70.	Km. Saraswati Ammal, Former State Minister, Uttar Pradesh.	87.	Shri Jagdish, Social Worker, Hyderabad.
71.	Shri Shripad Kelkar, 415 1, Shantivarpath, Pune.	88.	Shri Narain Singh, Social Worker, Allahabad.
72.	Shri B. M. Pathak, 62 84, Officers' Flat, New Purani Chowk, Patna.	89.	Shri N. S. Manaklao, Hony. Secretary, Opium De-addiction Treatment, Training & Research Trust, P.O. Manaklao, Jodhpur.
73.	Shri R. K. Jain, 22-A, House No. 48, NOIDA (UP).	90.	Shri Sudhakar Gupta, Selampur, Dewaria (U.P.).
74.	Shri Shivmurath Jaiswal, Kator Chaurrai, Allahabad.	91.	Smt. Prabhawati, 310, Vithalbhai Patel Bhawan, Rafi Marg, New Delhi.
75.	Shri Chandramani Tripathi, Khanna Chaurah, Ghoghar, Rewa, M.P.	92.	Shri Chander Shekhar Mishra, 310, Vithalbhai Patel Bhawan, Rafi Marg, New Delhi.
76.	Swami Tapananda. Ramakrishna Mission, T. B. Sanatorium, P. O. R. K. Sanatorium, Ranchi, Bihar.	93.	Shri O. N. Durai Babu, Dr. R.M. Memorial Garden, Changleput, Tamil Nadu.
77.	Shri Prakash Shukla, 1 st Tula Rani Bagh, Janak Bhawan, J. L. Nehru Road, Allahabad.	94.	Dr. Sushila Nayar, President, Kasturba Health Society, Sevagram.
78.	Shri R. K. Nayak, R/o J-92, NDSE-I, New Delhi.	95.	Shri R. S. Negi, Qr. No. 875, R.K. Puram, New Delhi.
79.	Shri Bharat Bhushan Sheel, Harangalar, New Bareilly, U.P.	96.	Shri Shrangdhar Rai, Buxer, Bhaupur, Bihar.
80.	Shri C. V. Ramaniah, G.M. Indian Railway Welfare Organisation, Secundrabad.	97.	Shri A. Prakash, 9-722, Lodi Colony, New Delhi.
81.	Shri S. K. Ojha, Senior Engineer, Indian Railway Welfare Organisation, Gorakhpur.	98.	Shri Malik Mohd. Kamal Yousif, Village Kodirabad, Siddharta Nagar.
82.	Shri Amar Habib, National Youth Council, Sadar Bazar, Ambajogai, Maharashtra.	99.	Shri Vinod Chandra Dubey, Allahabad.
83.	Shri Sailesh Kumar Bandhopadhyaya, Secretary, Gandhi Samarak Nidi, Memorial Fund, Rajghat, New Delhi.	100.	Shri H. M. Joshi Bhopal.
84.	Shri Shailesh Matyani, 261-A, Motilal Nehru Nagar, Allahabad.	101.	Shri Rajendra Chaudhury, Kot Village, Ghaziabad.
85.	Shri Rajiv, National Youth Council, C-32, Sector-E, Aliganj.	102.	Shri Ram Narain Katihar, 270 5, Lal Colony, Kanpur.
86.	Shri Narad Rai, Subhash Nagar, Balia, U.P.	103.	Shri Shyam Bihari Mishra, Genl. Secretary, Jan Vikas Manch, Road No. 5, Rajendra Nagar, Patna.
		104.	Shri Saifuddin Ahmed, Mangaldai Town, Ward No. 2, Darrang, Assam.

S.No.	Name & Address of the Person to whom issued	S.No.	Name & Address of the Person to whom issued
105.	Shri Sukhpal Pandey, Post-Jagdishpur, Distt. Basti, U.P.	123.	Shri Ram Chandra Mehrotra, 4-A, Telegraph Lane, New Delhi.
106.	Shri Upendra Narayan Vidarthy, President Mangalam Bihar Bajrang Niwas, Piru Vhani, Patna.	124.	Shri Raghu Thakur, C/o, 7, Jantar Mantar Road, New Delhi.
107.	Shri Aziz Qureshi, President, Indo-Arab Centre for International Relations, Karbala Road, Bhopal, M.P.	125.	One Office-bearer of Servants of People Society, Lajpat Bhawan, New Delhi.
108.	Shri Ramadarshan Yadav, Mahalla Sidhari, Ajamgarh, U.P.	126.	Shri N. D. Krishnamurthy, Project Co-ordinator, Aid-The-Weaker Trust, 46/2, Industrial Est., Bangalore.
109.	Shri Anil Tiwari, Sarvaria Boarding House, Panilal Chowk, Satna, M.P.	127.	Shri Harendra Nath Prasad, Rose Garden, Nageswar Colony, Patna.
110.	Shri Ram Singh, Prabha Bihawan, Purdilpur, Cinema Road, Gorakhpur.	128.	Shri Vijay Kumar Routary, Qr. 9/1, Unit 4, Bhubaneshwar.
111.	Shri Thakur Surendra Singh, C-152, Nrman Vihar, New Delhi.	Second Class Complimentary Card Passes	
112.	Dr. Shiv Jatan Thakur, Reader (Asstt. Professor), D/o English, B.N. College, Patna.	129.	Two Sisters of Missionaries of Charity, 12, Commissioner Lane, Alipur Road, Delhi.
113.	Four Office-bearers of Rama Krishna Mission, Belur Math (With One to travel at a time).	130.	Three Officials of Indian Railway Welfare Organisation, New Delhi (With One to travel at a time).
114.	Shri Om Prakash Sharma, Jannayak Karpuri Bhawan, Salempur, Ahara, Patna.	131.	Two brothers of Missionaries of Charity, 7, Mansatala Row, Kidderpare, Calcutta.
115.	Shri Chinta Mani Pandey, 14, University Road, Prayag Ashram, Allahabad.	132.	Shri S. N. Subba Rao, National Youth Project, 22, Deen Dayal Upadhayay Marg, New Delhi.
116.	Shri Harihar Mishra, Keertan Nagar, P.O. Bariya, Distt. Ballia (U.P.).	133.	Shri Umesh Chandra Jaiswal, 161/41, Kashiraj Nagar, Cut Ghar, Allahabad.
117.	Shri Deepak Sinha, Ravindrapath, Near Circle House, Hazaribagh.	134.	Shri Ishad Khan, Veer Abdul Hamid Memorial Society, 9A, Bolai Dutt St., Calcutta-73.
118.	Smt. Monika Das, 44, Western Court, New Delhi.	135.	Shri Mehboob Usmani, 404, Atarsuryya, Allahabad.
119.	Shri Sitasharan Jha, B-106, P. C. Colony, Kankarbagh, Patna.	136.	Shri Mahbood Anam, Allahabad.
120.	Shri Inder Kant Jha, Patna.	137.	Shri Ram Narain Shrangee Rishi, I. Madhupur.
121.	Shri Shiv Kumar Singh, Patna.	138.	Smt. Leelawati, Village Siswal, P.O. Siswal, Distt. Nissar (Haryana).
122.	Smt. Sushila Chauhan, 71, Mahatma Gandhi Marg, Agra.	139.	Shri Ashutosh, Village Sakrapur, P. O. Bhatani, Distt. Dewaria (U.P.)

**PRODUCTION OF COAL IN BIHAR
AND REVISION OF ROYALTY**

1013. SHRI SYED SHAHABUDDIN : Will the Minister of COAL be pleased to refer to the reply given on July 16, 1991 to Unstarred question No. 212 regarding coal production and state :

(a) the ex-mine head coal price on February 12, 1981 and on January, 1989 when the coal price was last revised ;

(b) the total quantity of coal produced in Bihar cumulatively since 12-1-1981 or 1-4-1981 if the data are available only on financial year basis, upto 31st December, 1988 and 31-3-1989 ;

(c) whether the coal producing states have been pressing for automatic revision of rate of royalty with the revision of coal price or for fixation of royalty ad-valorem ; and

(d) if so, the reaction of the Union Government thereto ?

**THE DEPUTY MINISTER IN THE
MINISTRY OF COAL (SHRI S. B.
NYAMAGOUDA) :**

(a) The ex-pithead prices of coal vary from grade to grade. The average ex-pithead prices of coal for Coal India Limited (CIL) and Singareni Collieries Company Limited (SCCL) on the dates indicated are given below.

(Prices in Rs. per tonne)

	CIL	SCCL
12-2-1981	128.02	136.85
1-1-1989	249.00	270.00
24-1-1989	249.00	297.00

(b) According to available information, coal produced in Bihar during the period

1-4-1981 to 31-3-1989 adds upto 458.33 million tonnes.

(c) Some of the States have been suggesting fixation of rates of royalty on ad-valorem basis.

(d) The study groups appointed by the Government over a period of time to recommend enhancement of rates of royalty on coal have not favoured its fixation on ad-valorem basis. However the proposal to enhance the specific rates of royalty on coal is under consideration of the Government.

**RURAL ELECTRIFICATION IN
BIHAR**

1014. SHRI SYED SHAHABUDDIN : Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state :

(a) the number of villages electrified in Kishanganj, Araria, Purnea district of Bihar during 1988-89, 1989-90 and 1990-1991 ;

(b) the number of unelectrified villages as on April 1, 1991 ;

(c) the number of villages likely to be electrified during 1991-92, district-wise , and

(d) whether power supply is actually available in the villages which have been electrified so far, and if so, the number of electrified villages in which power was actually available as on March 31, 1991 ?

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 Kishanganj, Araria and Purnea districts of Bihar during the last three years are as under :—

Year	Kishanganj	Araria	Purnea
1988-89	17	32	58
1989-90	30	29	47
1990-91	—	—	2
Total	47	61	107

(b) The number of unelectrified villages in the districts of Kishanganj, Araria and Purnea as on 1st April, 1991 was 364, 252 and 442 respectively.

(c) The Bihar State Electricity Board has proposed to electrify five villages in Kishanganj, one village in Araria district and twelve villages in Purnea district during 1991-92.

(d) Supply of power to electrified villages from the State grid is managed by the State Electricity Boards. The power cuts as decided at the State level apply to the rural load feeders as well.

PASSENGER HALTS ON PANSKURA-HALDIA SECTION

1015. SHRI SATYAGOPAL MISRA : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to provide passenger halt at Kandhobarh, Mahisadal Bayar and Baniachak on the Panskura-Haldia section of South-Eastern Railway ;

(b) if so, the details thereof ; and

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

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

(b) and (c) Do not arise.

AIR LINKING OF STATE CAPITALS WITH BHOPAL

1016. SHRI SUSHIL CHANDRA VERMA : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether there is any proposal of the Indian Airlines to link all the State capitals with each other in the near future ; and

(b) if so, whether Jaipur, Lucknow, Patna, Hyderabad, Bhubaneswar and

Calcutta will be connected with Bhopal during 1991 ?

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

(b) Does not arise.

POWER SUPPLY IN CHANDIGARH

1017. SHRI PAWAN KUMAR BAN-SAL : Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state :

(a) whether the power supply position is erratic in Chandigarh ; and

(b) if so, the steps taken or proposed to be taken to rectify/improve the situation ?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI) : (a) According to the Administration of the Union Territory of Chandigarh, the power supply position in Chandigarh is not erratic. However, low voltage and voltage fluctuations occurred in some pockets of the city due to overloading of the system in the neighbouring States from where power is supplied to the Union Territory.

(b) In order to improve the situation, the Chandigarh Administration has taken steps to regulate the power supply which include imposing peak period restrictions and staggering of weekly off days of the Industrial consumers, addition of capacitors to the system for improving the voltage profile of the distribution system, augmentation and strengthening of the Transmission and Distribution Systems etc.

ADDITIONAL COACHES IN TRAINS RUNNING FROM CHANDIGARH

1018. SHRI PAWAN KUMAR BAN-SAL : Will the Minister of RAILWAYS be pleased to state :

(a) whether additional coaches have not been attached for Haridwar, Lucknow

and Patna etc. with trains running to and from Chandigarh to cater the needs of passengers from U. P. and Bihar ; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) No additional coaches have been attached.

(b) Operationally not feasible.

JHABUA-INDORE RAIL LINK

1019. **SHRI DILEEP SINGH BHURIA :**

SHRIMATI SUMITRA MAHAJAN : Will the Minister of RAILWAYS be pleased to state :

(a) the progress made in the construction of the Indore-Dohad rail line in Western Railways ;

(b) whether there is demand to extend this line to Jhabua (Madhya Pradesh) ; and

(c) if so, the decision taken in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) to (c) Construction of new B. G. links between Godhra-Dahod-Indore via Sardarpur, Dhar and Jhabua and between Dewas-Maksi (316 km.) have been approved and included in the Railway Budget for 1989-90 at an estimated cost of Rs. 297.14 crores. The overall progress achieved as on 30-6-1991 is 8.5%.

KURLA-MANKHURD-NEW BOMBAY SECTION

1020. **PROF. RAM KAPSE :** Will the Minister of RAILWAYS be pleased to state :

(a) the progress made in the construction of Kurla-Mankhurd-New Bombay suburban section ;

(b) whether the work of the project is behind the schedule ;

(c) if so, the reasons therefor ; and

(d) when it is likely to be completed ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) Kurla-Mankhurd segment of this line already exists. The progress on work of construction of Mankhurd-Belapur (in New Bombay) segment was 85 % till June 1991.

(b) and (c) Progress of the work has suffered due to delay in the completion of certain part of the work being executed by City & Industrial Development Corporation (CIDCO) and non-removal, by the State Government of Maharashtra, of the remaining encroachments on the Mankhurd-end of the alignment.

(d) Completion of the project would depend upon the removal of encroachments by the State Government and completion of the portion of work being executed by CIDCO.

INTRODUCTION OF KALYAN-NASIK SHUTTLE SERVICE

1021. **PROF. RAM KAPSE :** Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to introduce Kalyan-Nasik Shuttle Service ;

(b) if so, by when ; 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) Due to operational and resources constraints.

RAILWAY BOARD BHARAT SCOUTS AND GUIDES ASSOCIATION

1022. **DR. C. SILVERA :** Will the Minister of RAILWAYS be pleased to state :

(a) whether some branches of the Bharat Scouts and Guides has been working in Railways Board's Office ;

(b) if so, the details of this organisation with its functions and sources of its finance ;

(c) the achievements of the organisation so far ;

(d) whether members of the organisation are being paid bonus also every year; besides other fringe benefits ;

(e) whether members of the organisation have been touring different places after short interval taking benefit of railway passes, special leaves and making use of Official funds ;

(f) whether cases of occupation of reserved berths of passengers by them during their tours have come to the notice of Government ; and

(g) if so, the details thereof and the remedial steps proposed to be taken in this regard ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) and (b) Yes, Sir. Railway Board Bharat Scouts and Guides Association which is a 'District' unit, affiliated to the Northern Railway State Bharat Scouts & Guides, is working in the Board's office. Its main function is to render selfless service connected with humanitarian activities. The Association is given financial assistance from the Staff Benefit Fund.

(c) to (e) The members of the Association participate in activities events sponsored/organised by the Northern Railway State Bharat Scouts & Guides Organisation. They are granted special casual leave and special passes as per extant instructions. The participants have rendered humanitarian services during natural calamities etc. No bonus is being paid to any member of the organisation.

(f) No such case has come to notice.

(g) Does not arise.

SAFETY MEASURES FOR PUMPING OF CRUDE OIL TO COCHIN REFINERIES

1023. PROF. K. V. THOMAS : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) the safety measures taken for pumping of the crude oil from the oil terminal to the Cochin Refineries ;

(b) the safety measures taken in the Cochin Refineries ; and

(c) the number of accidents occurred in Cochin Refineries during the last three years and the loss incurred ?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND) : (a) to (c) Various safety measures such as Cathodic protection of pipeline, safety audits, use of necessary safety equipment, effective supervision etc. have been adopted. Two accidents leading to damage of property worth Rs. 5 lakhs have taken place in last 3 years.

MODERNISATION OF COCHIN AIRPORT

1024. PROF. K. V. THOMAS : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the Government have proposal to modernise Cochin Airport ; and

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

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

(b) Does not arise.

RAIL LINK FROM NEW COOCH-BEHAR TO DHUBRI

1025. SHRI NURUL ISLAM : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is a demand for broad-gauge line from New Cooch-Behar Fakiragram to Dhubri ; and

(b) if so, the steps taken by the Government in the matter ?

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

(b) Now Coochbhar and Fakiragram are already connected by B. G. Conversion of Fakiragram-Dhubri M. G. section into B. G. is not being considered due to constraint of resources at present.

TRAIN SERVICE BETWEEN DHUBRI AND GUWAHATI

1026. SHRI NURUL ISLAM : Will the Minister of RAILWAYS be pleased to state :

(a) whether the direct train service from Dhubri to Guwahati and vice-versa has been stopped ;

(b) if so, the reasons therefor ;

(c) whether the Government propose to restore this train service with all the modern facilities ;

(d) if so, the details thereof ; and

(e) if not, the reasons therefor ?

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

(b) For security reasons.

(c) to (e) Dhubri-Guwahati service shall be restored immediately on receipt of clearance from the State Government of Assam.

OPERATION OF NEW TRAINS IN NER. ZONE

1027. SHRI NURUL ISLAM : Will the Minister of RAILWAYS be pleased to state :

(a) the names of new trains introduced on the North-Eastern Railway during the last three months and proposed to be introduced in near future alongwith their routes ;

(b) whether the Government have reviewed the income and expenditure incurred on the operation of new trains introduced in this zone ; and

(c) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) Chhapra-Allahabad city (Metre Gauge) Express has been introduced w.e.f. 29-4-1991. There is no proposal at present to introduce any new service in North Eastern Railway.

(b) and (c) No separate statistics of income and expenditure are maintained on individual passenger service.

POWER GENERATION IN HYDEL SECTOR

1028. SHRI NURUL ISLAM : Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state :

(a) the total production of power in hydel sector: State/Union Territory-wise ;

(b) the number of pending hydel power projects and the capacity thereof ; and

(c) the time by which these power projects are likely to be operational ?

THE MINISTER OF STATE IN THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI) : (a) The total installed capacity of Hydro Power Stations in the country as on 31-3-1991 is 18752.617 MW. The details of the State-wise installed capacity are given at the statement attached.

(b) and (c) All the hydro projects identified by the Working Group on Power for benefits during the 8th Plan period (1990—95) have been accorded techno-economic clearance by Central Electricity Authority except Jaldhaka St. I (9 MW) and Jaldhaka St. II (4 MW) for which project reports are yet to be submitted by the State Authorities.

A total number of 38 hydro schemes with an aggregate installed capacity of about 7331.6 MW have been cleared by Central Electricity Authority but are awaiting sanction of the Planning Com-

mission. This includes 15 Hydro schemes with an aggregate installed capacity of about 366.5 MW which are included for benefits during the 8th Plan period but are yet to be sanctioned by the Planning Commission. The benefits from the remaining 23 schemes with total installation of 6965.1 MW are expected beyond 8th Plan period.

A total number of 42 Hydro Schemes

with an aggregate installed capacity of about 4121 MW are under various stages of examination in Central Electricity Authority. Most of the schemes are pending for clearance due to non-submission of replies/clarifications sought from State/Project Authorities. These schemes could be taken up for execution after their approval by the Central Electricity Authority and Sanction by the Planning Commission.

STATEMENT
Stat.-wise installed Capacity of Hydro Power Stations

Sl. Region/State No.	Installed Capacity as on 31-3-1991 (MW)
I. Northern Region	
1. Central/Common Projects	
(a) B.B.M.B.	2704.500
(b) N.H.P.C.	525.000
Sub-Total	3229.500
2. Haryana	48.000
3. Himachal Pradesh	271.770
4. Jammu & Kashmir	180.305
5. Punjab	515.100
6. Rajasthan	420.000
7. Uttar Pradesh	1432.550
Total Northern Region	6097.225
II. Western Region:	
1. Gujarat	425.000
2. Madhya Pradesh	575.435
3. Maharashtra	
(a) M.S.E.B.	1240.875
(b) TATA Hydro	276.000
Sub-Total	1516.875
Total -Western Region	2517.310
III. Southern Region	
1. Andhra Pradesh	2500.760
2. Karnataka	2325.800
3. Kerala	1476.500
4. Tamil Nadu	1944.950
Total Southern Region	8248.010

Sl. Region/State No.	Installed Capacity as on 31-3-1991 (MW)
IV. Eastern Region :	
1. Orissa	1107.500
2. DVC	144.000
3. Bihar	150.000
4. West Bengal	46.460
5. Sikkim	18.596
Total Eastern Region	1466.556
V. North Eastern Region	
1. Meghalaya	126.710
2. Tripura	16.010
3. Central Projects :	
(a) N.H.P.C.	105.000
(b) N.E.E.P.C.O.	150.006
Sub-total Central	255.006
4. Assam	2.000
5. Arunachal Pradesh	16.160
6. Manipur	2.600
7. Nagaland	2.500
8. Mizoram	2.365
Total North-Eastern Region	423.350
TOTAL - ALL INDIA	18752.620

OVER-BRIDGE AT TIRUPPUR

1029. **SHRI C. K. KUPPUSWAMY :**
Will the Minister of **RAILWAYS** be pleased to state :

(a) whether there is any proposal pending with the Government for the construction of a railway overbridge near the railway station at Tiruppur (S. R.) ;

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

(c) the reasons for not implementing this project ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) Yes, Sir. Tamil Nadu Development Project Authority has 2965 LSS/91—13

proposed construction of a new road-overbridge by the side of the existing road-overbridge near Tiruppur on deposit terms.

(b) and (c) The plan for the work has been finalised by the Railway in consultation with the concerned State authorities. The work will be taken up for execution, after the Project Authority deposits the estimated cost of the work.

LINKING OF GOIMBATORE WITH DELHI

1030. **SHRI C. K. KUPPUSWAMY :**
Will the Minister of **CIVIL AVIATION AND TOURISM** be pleased to state :

(a) whether the government have any proposal to link Coimbatore with Delhi by air direct;

(b) if so, when it will be implemented; and

(c) if not, the reasons therefor ?

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

(b) Does not arise.

(c) The passenger demand between Coimbatore and Delhi does not justify operation of a direct service.

[*Translation*]

DEVELOPMENT OF TOURISM IN JHANSI

1031. SHRI RAJENDRA AGNIHOTRI : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the Union Government have declared Jhansi District in Uttar Pradesh as a tourist centre in view of its historic importance; and whether all the facilities provided at other tourist centres are also being provided there;

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

(c) whether the Government have any plan to preserve the remains of the monuments of Rani-Jhansi which are spread in the whole district; and

(d) if so, the details thereof ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) and (b) Ministry has no scheme for declaring any district as a tourist centre and therefore the question of making any such declaration does not arise.

(c) and (d) The Fort and Rani-Jhansi Mahal at Jhansi are being preserved by the Archeological Survey of India as monuments of National importance.

EXPANSION OF JHANSI RAILWAY STATION

1032. SHRI RAJENDRA AGNIHOTRI : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any scheme for the expansion of Jhansi station; and

(b) if so, the details thereof and the time by which the scheme is likely to be implemented ?

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

(b) Does not arise.

EXTENSION OF SHUTTLE TRAIN BETWEEN JHANSI AND BANDA UPTO MANIKPUR

1033. SHRI RAJENDRA AGNIHOTRI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to extend the shuttle passenger train running between Jhansi and Banda upto Manikpur railway junction; and

(b) if so, when this train is likely to be extended ?

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

(b) Does not arise.

[*English*]

AIR CRASH ON SAFDARJUNG FLYOVER

1034. SHRI RAM VILAS PASWAN : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether a two seater Cessna 152 of the Delhi Flying Club crashed recently on the Safdarjung flyover;

(b) if so, the details thereof;

(c) the outcome of the inquiry, conducted by the Government into the mishap;

(d) the number of flying mishaps occurred there so far;

(e) whether the present site of the flying club is unsuitable; and

(f) if so, the steps contemplated by the Government in the matter?

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

(b) On 1-6-1991, Cessna 152A aircraft of Delhi Flying Club was engaged in local flying at Safdarjung Airport. The pilot after successfully completing two carriage hit the lamp post on the flyover, completing the circuit, the pilot decided to go around when the right wing of the aircraft hit a tree and the left undercarriage hit the lamp post on the flyover. The aircraft crashed on the flyover and sustained substantial damage. Both occupants on board escaped unharmed.

(c) The DGCA has appointed the Inspector of Accidents under Rule 71 of the Aircraft Rules, 1937 to investigate the accident. His report is awaited.

(d) During the last decade (1980-91 till date), there has been only one accident at Safdarjung flyover.

(e) No, Sir. Adequate safety measures are taken to ensure safe operation of Flying Club aircraft and gliders from Safdarjung Airport.

(f) Does not arise.

[Translation]

EXPENDITURE ON ADVERTISEMENTS BY CIL

1035. SHRI SUSHIL CHANDRA VERMA : Will the Minister of COAL be pleased to state :

(a) the expenditure incurred by the Coal India Limited (CIL) on advertisements given in various media during 1990-91 and 1991-92 and the object of such advertisements; and

(b) the reasons for avoidable spending on advertisements?

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S. B. NYAMAGOUDA) : (a) According to information made available by Coal India Limited (CIL), expenditure incurred by CIL on advertisement purposewise during 1990-91 and 1991-92 was as follows :

Purpose	Expenditure (Rs. in lakhs)	
	1990-91	1991-92 (latest available)
Tenders	13.00	15.00
Appointments	14.00	20.00
Others	40.73	50.00
Total	67.73	85.0

These do not include expenditure incurred by subsidiaries of Coal India Limited.

(b) Coal India Limited has reported that expenditure on advertisement is incurred after careful scrutiny. In each case. They are however being advised to exercise further economy in advertising

EMPLOYMENT TO GAS VICTIMS IN COACH REPAIR FACTORY, BHOPAL

1036. SHRI SUSHIL CHANDRA VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of posts sanctioned in the Railways' Coach Repair Factory at Bhopal and the number out of them filled; and

(b) the number of persons employed from the areas affected by Bhopal gas tragedy and the number of posts likely to be made available to the persons from these areas and the categories and pay scales for these posts?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Out of 958 posts sanctioned, 743 posts have been filled.

(b) (i) number of persons employed from the areas affected by Bhopal Gas Tragedy—203;

(ii) The scheme of exclusive reservation for such persons was valid upto 31-12-1990; and

(iii) Persons employed, as at (i) above were recruited in scales Rs. 950-1500 and Rs. 1400-2300.

RAILWAY LINE FROM INDORE TO AMALNER

1037. SHRI SUSHIL CHANDRA VERMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government have a proposal to construct railway line from Indore to Amalner (Maharashtra); 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.

(English)

CONVERSION AND EXTENSION OF RAJKOT-VERAVAL LINE

1038. SHRI HARIN PATHAK: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal for conversion of Rajkot-Veraval metre gauge railway line into broad gauge and its extension upto Kodinal;

(b) whether RITES has already conducted a survey for it; and

(c) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) As a result of examination of the Preliminary Engineering-cum-Traffic Survey Report of Rajkot-Veraval section, certain alternatives were identified. Decision would be taken on the basis of study of these alternatives and availability of resources in the coming years;

(b) and (c) M/s. RITES conducted a feasibility survey for construction of a new line from Veraval to Kodinar in 1989 at the request and cost of Gujarat Industrial Investment Corporation. Since the proposed line is to exclusively serve the two plants of Gujarat Heavy Chemicals Ltd. and Cement Corporation of Gujarat Ltd. and after gauge conversion, M/s. Ambuja Cement Plant, it was decided that the work can be taken up only as a deposite work and Chief Minister of Gujarat was advised accordingly in October, 1989.

REINSTATEMENT OF DISMISSED EMPLOYEES

1039. SHRI SOBHANADREESWARA RAO VADDE: Will the Minister of RAILWAYS be pleased to state:

(a) the number of railway employees retrenched after 1980 consequent on their participation in the strikes;

(b) whether the Government has given assurance in Parliament to take back those employees;

(c) if so, whether orders have been issued to reinstate those employees and from what date;

(d) the number of persons reinstated so far and their date of reinstatement; and

(e) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) to (c) The position as on 30-06-1991 regarding the number of railway servants, who were dismissed or removed from service from 1980-81 and onwards under Rule 14(ii) of the Railway Servants (Discipline & Appeal) Rules consequent on their participation in Trade Union agitations and their reinstatement following decisions of appellate/revisioning authorities or on account of judicial orders is as under :

TABLE

	Loco Running Staff Association	Other Trade Union Agitations	Total
Number of staff removed	611	100	711
Number of staff reinstated (The reinstatement were spread over the period 1981 to 1991)			
(a) on appeal/revision	20	18	38
(b) on Judicial orders	268	1	269
(c) Total	288	19	307
Number yet to be reinstated	323	18	404

Regarding the number yet to be reinstated, the matter is under consideration.

(d) whether there is any delay in the functioning of the Thiruvananthapuram airport as international airport; and

INTERNATIONAL FLIGHTS FROM THIRUVANANTHAPURAM

1040. SHRI KODIKUNNIL SURESH : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the international flights from Thiruvananthapuram airport have been chalked out;

(b) if so, whether any private company has approached the Union Government to start international air service from Thiruvananthapuram;

(c) the number of international flights started from Thiruvananthapuram airport till July, 1991;

(e) if so, the details thereof ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) It is for the airlines to decide whether they want to operate flights from any particular airport.

(b) No, Sir. The operation of scheduled international services is governed by bilateral Air Services Agreements between the Governments of the countries concerned.

(c) Air India and Air Srilanka were already operating international flights from Thiruvananthapuram before 1st Jan., 1991. Following a bilateral agreement, Gulf Air has commenced operation of four weekly

services from Thiruvananthapuram airport with effect from 1st July, 1991.

(d) No, Sir.

(e) Does not arise.

[*Translation*]

NATURAL GAS FROM BOMBAY HIGH TO PIPAVAV

1041. **SHRI CHHITUBHAI GAMIT** : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Gujarat Government has requested to the Union Government to carry natural gas from Bombay High to Pipavav through pipelines; and

(b) if so, the details thereof and the outcome thereof ?

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

(b) Projects for the compression and transportation of available associated gas in Bombay High to the shore for downstream use are already under implementation. There is therefore, no availability of gas in Bombay High for transportation to Pipavav.

CONVERSION OF NEEMUCH-RATLAM RAILWAY LINE

1042. **DR. LAXMINARAYAN PANDEYA** : Will the Minister of RAILWAYS be pleased to state :

(a) whether any survey has been conducted to convert the railway line between Neemuch and Ratlam into broad gauge;

(b) if so, the details thereof; and

(c) when the project is proposed to be undertaken for execution ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) to (c) Survey for a parallel BG line from Neemuch to Ratlam is expected to be completed during

the current year. Further action will be considered based on the results of the survey and the availability of resources in the years coming.

[*English*]

SUPPLY OF COAL TO THERMAL POWER PLANTS IN GUJARAT

1043. **SHRI HARIN PATHAK** : Will the Minister of COAL be pleased to state :

(a) whether any power station in Gujarat has been shut down for want of coal and resulted in the break-down of power generation;

(b) if so, the steps taken by the Govt. in this regard;

(c) whether the Government of Gujarat has represented to the Union Government for increase in the coal linkage for the State; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S. B. NAYAMAGOUDA) : (a) As reported by Central Electricity Authority, four thermal power stations of Gujarat State Electricity Board reported loss of electricity generation during the period April to June '91.

(b) The Ministry of Coal has taken following steps to improve supply of coal to thermal power stations in Gujarat :—

(i) Daily monitoring of coal production and despatches;

(ii) Constant coordination with Railways to improve the supply of wagons for loading coal for these power stations.

(c) Yes, Sir.

(d) The coal linkage to individual thermal power station is decided every quarter on the basis of recommendation of Central Electricity Authority, availability of coal, and ability of railways to move the coal. The present linkage is the optimum possible within these constraints.

**CHIEF ENGINEER'S OFFICE AT
COCHIN**

1044. **PROF. K. V. THOMAS** : Will the Minister of RAILWAYS be pleased to state :

- (a) whether there is a proposal to open a Chief Engineer's office at Cochin; and
(b) if so, when ?

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

- (b) Does not arise.

[*Translation*]

**RURAL ELECTRIFICATION IN
GUJARAT**

1045. **SHRI CHHITUBHAI GAMIT** : Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state :

(a) the number of villages in each district of Gujarat which have been recommended by the Gujarat Electricity Board for electrification under the Rural Electrification Corporation schemes;

(b) the number of villages and Bastis which have been sanctioned for electrification so far by the Union Government and the number of those amongst them

which have been electrified and the details thereof; and

(c) the time by which the rest of these villages 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 (c) The Gujarat Electricity Board has declared cent percent electrification of villages in Gujarat by the end of February, 1989. A statement indicating the district-wise number of villages electrified is attached. However, this does not include 222 villages which are not susceptible of electrification due to reasons such as coming under submergence scheme, special forest rehabilitation scheme, absence of population etc. The district-wise break-up of such villages are as under :—

Bulsar	2
Bharuch	24
Baroda	14
Panchmahals	23
Sabarkantha	18
Mehsana	2
Kutch	21
Bhavnagar	2
Jamnagar	3
Junagarh	113
Total	222

STATEMENT

District-wise total number of villages and villages electrified in
Gujarat State

Sl. No.	Districts	Total No. of villages (as per 1981 census)	Villages electrified	Total Villages electrified under REC
1.	Valsad (Bulsar)	821	819	225
2.	Surat	1190	1190	530
3.	Dangs	311	311	223
4.	Broach	1123	1099	227
5.	Vadodara (Baroda)	1651	1637	636

1	2	3	4	5
6.	Panchmahals	1895	1872	1426
7.	Kheda (Kaira)	965	965	148
8.	Ahmedabad	653	653	306
9.	Gandhinagar	75	75	—
10.	Sabarkantha	1359	1341	574
11.	Mahesana	1089	1087	321
12.	Banaskantha	1368	1368	801
13.	Kutch	887	866	505
14.	Rajkot	854	854	352
15.	Surendra Nagar	648	648	350
16.	Bhavnagar	866	864	372
17.	Amreli	595	595	172
18.	Jamnagar	693	690	255
19.	Junagarh	1071	958	286
Total		18114	17892	7708

RESTORATION OF TRAINS BETWEEN SASARAM AND ARAH

1046. SHRI RAM LAKHAN SINGH YADAV : Will the Minister of RAILWAYS be pleased to state :

(a) whether the train service between Sasaram and Arah via Bhojpur and Rohtas had been suspended;

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

(c) whether the Government propose to restore the train service in view of increasing number of passengers and the industrial development of said areas; and

(d) if so, the steps taken by the Government so far in this regard ?

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

(b) The Arah-Sasaram Light Railway was privately owned and run. Due to heavy working losses and serious road competition, the Company even failed to pay wages to the workers and there was staff unrest. The train services were ultimately closed down w.e.f. 15-2-78 and the Company went into liquidation.

(c) No, Sir.

(d) Does not arise.

POWER GENERATION CAPACITY IN BIHAR

1047. SHRI RAM LAKHAN SINGH YADAV : Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state :

(a) whether the power generation capacity in Bihar is less than that of in other States;

(b) if so, whether the Union Government have any scheme to increase the power generation capacity in Bihar and if so, the details in this regard; and

(c) if not, the expenditure incurred so far for increasing the Power-generation capacity in Bihar, project-wise ?

THE MINISTER OF STATE IN THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI) : (a) A statement indicating State-wise installed capacity as on 31-3-1991 is given below.

(b) Thermal and Hydel power projects totalling to a capacity of 1107.9 MW are under various stages of implementation in the State. In addition, Bihar will also get its share from the Central sector power projects which are under implementation in Eastern Region. As the Eighth Plan has not been finalised, it is not possible to indicate

the capacity addition programme for Bihar and outlay thereof.

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

STATEMENT

Installed generating capacity as on 31st March, 1991

(Utilities)

Region/State/UT	Total (MW)
1	2
Haryana	1780.32
Himachal Pradesh	273.57
Jammu & Kashmir	262.04
Punjab	3048.94
Rajasthan	1721.93
Uttar Pradesh	5527.24
Chandigarh	2.00
Delhi	551.60
Central Sector	6005.00
Total (N.R.)	19202.64
Gujarat	4365.43
Madhya Pradesh	3297.60
Maharashtra	8704.72
Goa	0.00
D&N Haveli	0.00
Central Sector	3810.00
Total (W.R.)	20177.75
Andhra Pradesh	4130.44
Karnataka	2645.20
Kerala	1476.50
Tamil Nadu	4088.38
Pondicherry	0.00
Central Sector	4010.00
Total (S.R.)	16675.52
Bihar	1549.43
Orissa	1611.92
West Bengal	3071.88
DVC	2031.50
Sikkim	21.29
Central Sector	630.00
Total (E.R.)	9916.02
Assam	537.19
Manipur	26.49
Mizhalaya	133.76
Nagaland	6.12
Tripura	54.65

Arunachal Pradesh	22.48
Mizoram	25.82
Central Sector	255.01
Total (N.E.R.)	1061.52
A&N Islands	27.69
Lakshadweep	4.87
All India	65066.01
State Sector	46621.00
Pvt. Sector	2673.50
Central Sector	16771.51

SETTING UP OF A POWER PLANT AT BIHTA IN BIHAR

1048. SHRI RAM LAKHAN SINGH YADAV : Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state :

(a) whether the Government propose to set up a power plant at Bihta to increase the power generation capacity in Bihar ;

(b) if so, the progress made so far to acquire land for this plant; and

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

THE MINISTER OF STATE IN THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI) : (a) to (c) Bihar State Electricity Board had sent a proposal to the Central Electricity Authority (CEA) in May, 1990, to set up a 2×67.5 MW thermal power station near Bihta with a view to have stable power supply for Patna. The Board was advised by the CEA to explore the economics of the scheme vis-a-vis various other alternatives such as consideration of 210 MW unit size, erection of a dedicated transmission system for ensuring uninterrupted power supply to Patna. In January, 1991, Government of Bihar had agreed to examine whether adequate land could be made available for setting up a thermal power station of two units of 250 MW capacity at Patna. In March, 1991, the Board informed the CEA that it would not be feasible to install a 2×250 MW or even a 1×250 MW

power station at Bihta due to problems on account of clearances from Civil Aviation Department and Ministry of Environment and Forests. In view of this, this project is not being pursued in the CEA for techno-economic clearance.

[English]

STREET LIGHTING IN ROHINI, DELHI

1049. PROF. PREM DHUMAL : Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state :

(a) whether there is inadequate arrangement of street lights in various Sectors of Rohini, Delhi, including in Sector 18; and

(b) if so, the steps Government propose to take to provide proper lighting arrangements in the streets as also on the roads in that area ?

THE MINISTER OF STATE IN THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI) : (a) and (b) According to DESU, adequate street lighting arrangements already exist in Rohini including Sector-18 and the same are being maintained by D.E.S.U. satisfactorily on behalf of D.D.A., D.E.S.U. has been undertaking electrification of various sectors/pockets in Rohini Residential Scheme as sponsored and financed by the D.D.A. or other colonising agencies.

CONVERSION OF METRE-GAUGE LINE IN TAMIL NADU

1050. DR. P. VALLAL PERUMAN :
Will the Minister of RAILWAYS be
pleased to state :

(a) whether the Government propose to
convert the metre-gauge main-line in
Tamil Nadu into broad-gauge; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE
MINISTRY OF RAILWAYS (SHRI
MALLIKARJUN) : (a) and (b) Con-
version of Madurai-Maniyachchi metre-
gauge into BG is in progress and no other
line is proposed for conversion in Tamil
Nadu at present.

RAIL LINK FROM MADRAS EGMORE TO MADRAS CENTRAL

1051. DR. P. VALLAL PERUMAN :
Will the Minister of RAILWAYS be pleas-
ed to state :

(a) whether the Government propose to
connect Madras Egmore to Madras Cen-
tral by rail to avoid inordinate delay of
movement of goods from Tamil Nadu to
Northern part of the country and vice
versa; and part of the country and

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

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

(b) Does not arise.

[*Translation*]

HARNESSING OF HYDEL POWER IN NORTH BIHAR

1052. SHRI NAWAL KISHORE RAI :
Will the Minister of POWER AND
NON-CONVENTIONAL ENERGY
SOURCES be pleased to state :

(a) whether there is any scheme to har-
ness hydel power in North Bihar;

(b) if so, the details thereof; and

(c) if not, the reasons therefor ?

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

(b) The details of hydro-electric Pro-
jects under various stages of development
in North Bihar are given in the Statement
below.

(c) Does not arise.

STATEMENT

*Details of Hydro-electric Projects under
various stages of Development in North
Bihar*

1. *Hydro-Electric Schemes under Opera- tion :*

Kosi Hydro-electric Scheme (4×5 MW)
is under operation in North Bihar.

2. *Hydro-Electric Schemes Under Cons- truction :*

Eastern Gandak Canal Hydro-electric
Project in West Champaran District with
an installation of 3×5 MW is presently
under construction in North Bihar. The
project is likely to be commissioned by
December, 1992.

3. *Hydro-electric Schemes under examina- tion in Central Electricity Authority :*

The project report for Tribeni Link
Canal Hydro Electric Project 2×1.65
MW=3.3 MW in West Champaran Dis-
trict of North Bihar was examined by
CEA. The Project report was returned to
Bihar State Hydro-electric Power Corpo-
ration Ltd. (BHPC) in February, 1990, as
the cost of the project and cost of genera-
tion from the project worked out, was
high. BHPC was requested to re-submit
project report after reviewing all the fea-
tures in order to reduce the cost of gene-
ration. There is no Hydro-electric Project
in Bihar pending for techno-economic ap-
proval of Central Electricity Authority.

1 Hydro-electric Schemes under investigation identified for investigation :

As per details supplied by Bihar State Hydro Power Corporation Ltd. (BHPC), the following H. E. Schemes have been identified for investigations :

- | | | | |
|-------|---------|--------|-----------|
| (i) | Eastern | Gandak | Canal-II |
| | | | (7.5 MW) |
| (ii) | Eastern | Gandak | Canal-III |
| | | | (7.0 MW) |
| (iii) | Eastern | Gandak | Canal-IV |
| | | | (4.9 MW) |
| (iv) | Eastern | Gandak | Canal-V |
| | | | (5 MW) |
| (v) | Rajpur | | (3.87 MW) |

FREQUENCY OF E.M.U. TRAINS ON DELHI-GHAZIABAD ROUTE

1053. SHRI RAMESH CHAND TOMAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether frequency of Electric Multiple Unit trains on New Delhi-Ghaziabad route is much less as compared to density of passenger traffic; and

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

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) On a mixed traffic corridor, density of EMU traffic is not calculated separately.

(b) Train services are progressively augmented to meet the demand within the given resources.

EXPANSION AND DEVELOPMENT OF GHAZIABAD RAILWAY STATION

1054. SHRI RAMESH CHAND TOMAR : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government have any proposal for the expansion and develop-

ment of Ghaziabad railway station including provision of computerised reservation facility;

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

(c) the time by which this project likely to be completed ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) to (c). The expansion and remodelling of Ghaziabad station is already an approved project which includes extension of the existing platforms, provision of a new island platforms with 2 faces, additional facilities in goods shed and yard remodelling. The work has already been taken up and is likely to be completed by June, 1993.

The existing level of passengers traffic at Ghaziabad station does not justify computerisation of passenger reservations. However, an autotext facility linked to the main computer system provided at New Delhi has been approved for installation during 1991-92. The facility would enable the passengers at Ghaziabad to secure reservation expeditiously by all trains covered under the computer system installed at New Delhi.

COMPUTERISED RESERVATION AT INDORE

1055. SHRIMATI SUMITRA MAHAJAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to introduce computerised reservation system at Indore railway station; and

(b) if so, the details thereof ?

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

(b) Does not arise.

**DEMAND FOR ADDITIONAL TRAINS
DUE TO "SINGHAST" FAIR IN
UJJAIN**

1056. SHRIMATI SUMITRA MAHAJAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to start Ujjain-Dehradun-Ujjain Express from Indore;

(b) whether some additional trains are also proposed to be started from Ujjain keeping in view the coming "Singhast" fair to be held in Ujjain; and

(c) if so, the details of the proposed approved schemes in this regard ?

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

(b) and (c) Special trains are found feasible and justified will be provided during 'Singhast' fair.

LOADING OF COAL

1057. SHRIMATI SUMITRA MAHAJAN : Will the Minister of COAL be pleased to state :

(a) the targets fixed for loading of coal during 1991-92;

(b) the quantity of coal actually loaded during 1990-91; and

(c) whether the target fixed was achieved and if not, the reasons therefor ?

**THE DEPUTY MINISTER IN THE
MINISTRY OF COAL (SHRI S. B. NYA-
MAGOUWDA) :** (a) Railways have indicated a total loading of 145 million tonnes of coal for the year 1991-92 which works out to an average of 17,270 four wheeler wagons (FWWs) per day. Of this, Coal India Ltd. (CIL) and Singareni Collieries Co. Ltd. (SCCL) put together have been given a target of loading 16,745 FWWs per day.

(b) According to information furnished by CIL and SCCL, actual loading of coal by them during 1990-91 was 14,561 FWWs per day.

(c) The target fixed for CIL & SCCL for 1990-91 was 15811 wagons per day. The shortfall in their loading was due to lower production of coal specially by Singareni Collieries Company Ltd. and inadequate supply of wagons.

[English]

**MODERNISATION OF AURANGABAD
AIRPORT**

1058. SHRI YASHWANTRAO PATIL : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the Government propose to modernise the Aurangabad airport and increase the number of flights touching Aurangabad; and

(b) if not, the reasons therefor ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAY RAO SCINDIA) : (a) and (b) The National Airports Authority have no immediate plans to upgrade the Aurangabad airport. The Indian Airlines is presently operating a daily Boeing-737 service on Delhi-Jaipur-Udaipur -Aurangabad-Bombay route and will augment the capacity on the Aurangabad-Bombay route in the Winter schedule of 1991-92. Vayudoot is operating thrice a week Avro service between Bombay and Aurangabad.

**TOURISM DEVELOPMENT IN
MAHARASHTRA**

1059. SHRI YASHWANTRAO PATIL : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the Government have re-considered their earlier decision to provide financial assistance to the Government of Maharashtra for the construction of the new all-weather jetty at Elephanta Caves in Bombay;

(b) if so, the details thereof and when the financial assistance is proposed to be provided; and

(c) if not, the reasons thereof ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) to (c) Ministry of Tourism have reconsidered the decision to provide financial assistance for the construction of an all-weather jetty at Elephanta Caves as it was not found feasible to sanction an all-weather jetty at Elephanta due to the high cost of the project and the limited funds available with the Ministry.

[*Translation*]

RENOVATION OF STATIONS IN BIHAR

1060. SHRI NAWAL KISHORE RAI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to renovate the Sitamarhi, Parasuni, Bajapatai and Janakpur Road stations; 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.

[*English*]

RAILWAY LINES FROM MADUBANI TO MUZAFFARPUR

1061. SHRI NAWAL KISHORE RAI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to construct railway lines from Madhubani to Madhwapur, Bhihhamod, Sitamarhi via Muzaffarpur; 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) **Constraint of resources.**

[*Translation*]

CONVERSION OF DHARBHANGA-NARKATIAGANJ RAILWAY LINE

1062. SHRI NAWAL KISHORE RAI : Will the Minister of RAILWAYS be pleased to state :

(a) whether the condition of Dharbhanga-Narkatiaganj railway line in Bihar is in dilapidated condition;

(b) if so, whether the Government propose to convert this railway line into broad gauge; and

(c) if so, the time by which this work is likely to be started and the total expenditure to be incurred thereon ?

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

(b) No, Sir.

(c) Does not arise.

DEVELOPMENT OF TOURIST SPOTS IN UTTAR PRADESH

1063. SHRI RAJVEER SINGH : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the State Government of Uttar Pradesh has approached the Union Government for financial assistance to develop new tourist spots and to beautify the existing ones to attract more tourists; and

(b) if so, the details thereof including the names of the places selected for the purpose ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) and (b) Development of Tourism infrastructure is primarily the responsibility of the State Governments. Ministry of Tourism extends financial assistance on the basis of specific proposals received from State Governments, availability of funds and inter-se priorities. During 1991-92, the Government of Uttar

Pradesh has requested for financial assistance for development of tourism infrastructure at Devaria, Lalitpur, Bilari, Ayodhya, Chitrakoot and for purchase of adventure sports equipment, tents and flood-lighting of monuments.

[English]

PROPOSAL FOR NEW TRAIN BETWEEN BOMBAY-MANMAD

1064. DR. VASANT NIWRUTTI PAWAR: Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to introduce a new train between Bombay and Manmad; and

(b) if so, the details thereof alongwith other facilities to be provided by the railways on these two stations ?

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

(b) Does not arise.

[Translation]

OIL RESERVES IN GUJARAT AND WEST BENGAL

1065. SHRI RAM NAIK : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether preliminary survey had shown that areas in Gujarat and West Bengal have enough oil to meet the country's petroleum needs; and

(b) if so, the steps taken/proposed by the Oil and Natural Gas Commission to explore the oil in those States ?

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

(b) Does not arise.

REVISION OF RATE OF ROYALTY TO GOVERNMENT OF BIHAR

1066. SHRI CHHEDI PASWAN :

SHRI RAM LAKHAN SINGH YADAV :

MOHAMMAD ALI ASHRAF FATMI : Will the Minister of COAL be pleased to state :

(a) whether the Government of Bihar has requested the Union Government to revise the rates of royalty on coal by fixing it at 40 per cent of its pits-head volume of coal on ad valorem basis;

(b) if so, when this request was received by the Union Government; and

(c) the action taken thereon so far ?

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S.B. NYAMAGOUDA) : (a) to (c) Yes Sir, the request of the Government of Bihar for fixing the rate of royalty on coal at 40 per cent of the pit-head price on ad valorem basis was received in March, 1991. The proposal to revise the rates of royalty on coal is under consideration of the Government.

[English]

PERMISSION TO PRIVATE AIRLINES

1067. SHRI YASWANTRAO PATIL : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) the criteria for allowing private airlines to operate in the country ;

(b) the number of private airlines allowed to operate and the number of pending cases seeking permission of the Government;

(c) whether the Government have any proposal to hand over the air services to private airlines for the places having landing facilities and without any air services there;

(d) if so, the details thereof; and

(e) if not, the reasons therefor ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) The guidelines have been laid down in A.I.C. No. 24/1990.

(b) Six private airlines have been issued Air Taxi Operators Permit and 18 applicants have been issued 'No Objection' for issue of Air Taxi Permit.

(c) The air taxis are free to operate to all airports open to operation of scheduled air services.

(d) and (e) Do not arise.

[*Translation*]

CONSTRUCTION OF SHED ON PLATFORM OF BILPUR STATION

1068. SHRI RAJVEER SINGH : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to construct a shed on platform No. 1 at Bilpur railway station;

(b) if so, the time by which it is likely to be completed and the expenditure likely to be incurred thereon; 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) Sheds at stations are provided as per norms, based on the volume of traffic dealt with. Since the volume of traffic dealt with at Bilpur is meagre, provision of sheds is not justified.

[*English*]

CONVERSION OF CALICUT AIRPORT AS INTERNATIONAL AIRPORT

1069. SHRI K. MURALEEDHARAN : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether there are any plans to convert Calicut Airport as a Customs Airport so as to enable international services to be operated from there; and

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

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

(b) Does not arise.

[*Translation*]

ALLOTMENT OF PETROL/DIESEL OUTLETS AND LPG AGENCIES

1070. SHRI RAM NARAIN BERWA : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) the policy of the Government for allotting new petrol/diesel retail outlets and LPG agencies;

(b) the number of LPG agencies and petrol/diesel retail outlets allotted to the educated unemployed, Scheduled Castes and Scheduled Tribes during last three years in Rajasthan;

(c) the number of distributorships proposed to be allotted in the current year; and

(d) the names of the districts in Rajasthan where such allotments are likely to be made ?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND) : (a) New petrol/diesel outlets and LPG dealerships are based on factors including volume/distance norms, population of towns, marketing plan and eligibility criteria for candidates etc.

(b) 9 LPG distributorships and 15 petrol/diesel retail outlet dealerships.

(c) and (d) LPG distributorships and petrol/diesel retail outlet dealerships are opened in different cities as per marketing plans and policy in force from time to time.

[English]

CARRYING CAPACITY OF INDIAN AIRLINES

1071. SHRI SYED SHAHABUDDIN : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) the overall carrying capacity per-week of the Indian Airlines in the domestic sector during 1990-91 and the capacity utilisation thereof, route-wise, during the year;

(b) the total carrying capacity on the trunk routes i.e. services linking metropolitan cities and the average capacity utilisation thereof during the year;

(c) the names of cities above the population of one lakh which do not figure in the civil aviation map of the country at present; and

(d) whether the Government have a plan to link such cities which in many cases also serve as divisional or district headquarters by air service ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) The average carrying capacity per week of Indian Airlines during 1990-91 was about 165 million available seat kilometers and capacity utilisation measured in terms of seat factor during the year was 79.7 per cent.

(b) The average weekly carrying capacity on the trunk routes airlinking metropolitan cities was about 70 million available seat kilometers and the average capacity utilisation was 83 per cent.

(c) and (d) Places are airlinked on the basis of the commercial viability of providing air services to them. It is not a feasible proposition to provide airlinks to places on the basis of their population or on the basis of their being divisional or district headquarters.

2965 LSS/92—15

[Translation]

COMMISSION AGENTS FOR BOOKING OF PARCELS IN RAILWAYS

1072. SHRI ARVIND NETAM : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Railways appoint commission agents at various stations, on licence basis for booking parcels;

(b) if so, the criteria adopted for their appointments;

(c) whether the Government have received any complaints of taking arbitrary charges by the commission agents from customers; and

(d) if so, the action taken so far in such cases ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) and (b) Agents are appointed by calling of tenders to work a City Booking Agency for booking parcel on behalf of the Railways.

(c) and (d) Yes, Sir. On receipt of complaints regarding irregular charging and mismanagement by the Agents concerned, appropriate action ranging from imposition of penalties to termination of the agency contracts is taken on merits.

CONVERSION OF MAHAKAOSHAL EXPRESS INTO SUPERFAST TRAIN

1073. SHRI ARVIND NETAM : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to convert Mahakaoshal Express running between Hazarat Nizamuddin, Delhi and Jabalpur into a superfast train or to increase its speed; and

(b) if so, by when ?

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

(b) Does not arise.

CONCESSION TO JOURNALISTS IN TRAIN FARE

1074. SHRI ARVIND NETAM : Will the Minister of RAILWAYS be pleased to state :

(a) the percentage of concession given to accredited journalists in the rail journey;

(b) whether this concession applies to the second class air conditioned coaches also; and

(c) if so, the percentage of concession provided therein ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) Rail travel coupon books at 25 per cent concession in I Class and 50 per cent concession in II Class are issued to the Press Correspondents Accredited to the Government of India and the State Governments/Union Territories for journeys performed on business connected with bonafide Press work.

(b) No, Sir.

(c) Does not arise.

CONVERSION OF AGRA-KATHGODAM RAILWAY LINE

1075. DR. MAHADEEPAK SINGH SHAKYA : Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government had accorded approval to convert Agra-Kathgodam metre-gauge line into broadgauge during 1990-91; and

(b) if so, the reasons for not making any progress in this regard and the steps taken in regard thereto so far ?

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

(b) Construction of a new BG line from Rampur-Haldwani-Kathgodam has already been taken up and is targetted for completion in 2 to 3 years time. Therefore, BG link from Agra to Kathgodam via Aligarh would be established.

BARHAN-ETAH RAILWAY LINE

1076. DR. MAHADEEPAK SINGH SHAKYA : Will the Minister of RAILWAYS be pleased to state :

(a) whether Barhan-Etah railway section is running in loss continuously;

(b) whether the number of goods trains plying on this section is limited; and

(c) if so, the reasons therefor and the steps being taken to meet the losses ?

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

(b) Yes, Sir. Goods trains are being ordered as per traffic offering, which is intermittent.

(c) Does not arise.

[English]

FINANCIAL ASSISTANCE TO STATE ELECTRICITY BOARDS

1077. SHRI RAJENDRA KUMAR SHARMA : Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state :

(a) the amount of financial assistance given to the State Electricity Boards during the last two years by the Rural Electrification Corporation; and

(b) the details of the number of villages electrified during that period, State-wise ?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI) : (a) The Rural Electrification Corporation has furnished financial assistance as loan to the tune of Rs. 71,278 lakhs and Ra. 70,049 lakhs (provisional) to the State Electricity Boards during 1989-90 and 1990-91 respectively.

(b) A statement indicating the State-wise number of villages electrified during the period 1989-90 and 1990-91 is given below :

Statements
Statewise number of villages electrified under REC Programmes

Sl. No.	State	1989-90	1990-91
1	2	3	4
1.	Andhra Pradesh	391	—
2.	Arunachal Pradesh	160	85
3.	Assam	611	310
4.	Bihar	2318	735
5.	Goa	—	—
6.	Gujarat	—	—
7.	Haryana	—	—
8.	Himachal Pradesh	—	—
9.	Jammu & Kashmir	43	34
10.	Karnataka	—	—
11.	Kerala	—	—
12.	Madhya Pradesh	4065	2977
13.	Maharashtra	—	—
14.	Manipur	172	211
15.	Meghalaya	233	101
16.	Mizoram	95	50
17.	Nagaland	2	—
18.	Orissa	865	1361
19.	Punjab	—	—
20.	Rajasthan	1923	760
21.	Sikkim	30	36
22.	Tamil Nadu	—	—
23.	Tripura	174	200
24.	Uttar Pradesh	1832	2207
25.	West Bengal	1500	1152
TOTAL		14414	10219

INCREASE IN COAL PRICES

1078. SHRI RAJENDRA KUMAR SHARMA : Will the Minister of COAL be pleased to state :

(a) whether the prices of coal have been increased more than double during the last three years ; and

(b) if so, the steps taken by the Government to bring down the prices in public interest ?

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S. B. NYA-MAGOUA) : (a) No. Sir.

(b) Since the cost of inputs, over most of which coal companies have no control, keep going up, it is not possible to bring the prices down. Some of the major steps taken by coal companies to control cost of production are as follows :—

(1) Improved manpower planning including redeployment of surplus workers

and restricting the intake of new employees against vacancies caused by natural wastage.

(2) Control on increase in manpower through voluntary retirement schemes.

(3) The concept of 'all men-all jobs' is being tried on an experimental basis.

(4) Increase in production and productivity with special emphasis on underground mines.

(5) Improvement in the availability and utilisation of equipment by providing adequate workshop support, improved management of spares and timely rehabilitation of equipments.

(6) A number of systems improvements and managerial measures have been adopted to improve efficiency of operations.

[*Translation*]

PHASING OUT OF STEAM LOCOMOTIVES

1079. SHRI GIRDHARI LAL BHAR-GAVA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government propose to replace the steam locomotives by 2000 AD ; if so, the details thereof ;

(b) whether there is any fresh proposal to re-consider the said scheme and continue with the steam locomotives in view of the petroleum crisis and unemployment ;

(c) if so, the details thereof ; and

(d) if not, the reasons therefor ?

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

(b) to (d) No, Sir. The operating cost of steam traction is over five times that of diesel/electric traction and no staff is retrenched with change in form of traction.

RAILWAY BRIDGE IN JAIPUR

1080. SHRI GIRDHARI LAL BHAR-GAVA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the foundation stone for a railway bridge was laid during 1989 at Baves Godam in Jaipur ;

(b) if so, the cost of construction estimated at that time and when it was scheduled to be completed ;

(c) whether the land on both sides of the railway line and some portion of the road running parallel to the railway line upto Sanganer had to be acquired ;

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

(e) whether it could not be decided so far as to how much of the total cost would be borne by the State Government and the Railways ; and

(f) if so, the reasons therefor ?

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

(b) The overall cost of the proposed four lane bridge was Rs. 4.41 crores. No target time for completion of the work could be fixed, as the State Government decided to revise the scope of the work.

(c) Yes, Sir.

(d) The State Government, who are concerned with the matter, have already acquired a part of the requisite land.

(e) The approximate overall cost of the revised scheme of two lane road over-bridge will now be Rs. 4.23 crores, to be shared by the Railways (Rs. 1.78 crores) and the State Government (Rs. 2.45 crores).

(f) Does not arise, in view of reply to part(e) of the question.

**DISCONTINUATION OF TRAIN
BETWEEN BHATNI AND
GORAKHPUR**

1081. SHRI HARI KEWAL PRASAD : Will the Minister of RAILWAYS be pleased to state :

(a) whether the passenger train running between Bhatni, Varanasi, Siman and Gorakhpur has now been discontinued ;

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

(c) the steps being taken for the development of railway facilities in the area to meet the transportation needs of the public ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) No regular service running over Varanasi-Bhatni-Siwan-Gorakhpur section has been discontinued in the recent past.

(b) Does not arise.

(c) The gauge conversion of Metre Gauge to Broad Gauge on Salempur-Barhajbazar and Chhapra-Aunrihar sections has been taken up. This will augment the capacity of these two sections in this area.

[English]

**LPG BOTTLING PLANT AT MALA-
PURAM, KERALA**

1082. SHRI K. MURALEEDHARAN : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) the progress made on the work on the bottling plant of the Indian Oil Corporation in Malappuram district in Kerala;

(b) when it is expected to be completed and commissioned ; and

(c) the amount spent on the project so far ?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND) : (a) and (b) The Plant is expected to be completed and commissioned by November, 1991.

(c) Rs. 357 lakhs (Approx.) till 30-6-1991.

MADRAS RAPID TRANSPORT SYSTEM

1083. SHRI K. RAMAMURTHEE TINDIVANAM : Will the Minister of RAILWAYS be pleased to state :

(a) when was the Madras Rapid Transport System taken up for execution and the progress made so far;

(b) the original estimate of this project and the revised estimate as on date; and

(c) by which time it is likely to be completed and the extent of funds spent thereon every year ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) The project was taken up in 1983-84 and the overall physical progress achieved upto June 1991 is 45 per cent.

(b) Original estimated cost (at 1980-81 price level) was Rs. 53.46 crores and present sanctioned cost (at 1986-87 price level) is Rs. 108.21 crores.

(c) Completion of the project would depend upon acquisition, by the State Government of Tamil Nadu, of the remaining land needed for this project, and availability of funds in the coming years.

Expenditure incurred upto 31-3-91 was Rs. 53.15 crores.

HOTELS IN PRIVATE SECTOR

1084. SHRI RABI RAY : Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state :

(a) whether the Government propose to place some of its hotels in the private sector; and

(b) if so, the details thereof ?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA) : (a) and (b) The Government have yet to take a final decision in this regard.

UNECONOMIC RAILWAY LINES

1085. **SHRI RABI RAY** : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government have identified the uneconomic railway lines and taken a decision to close them; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (**SHRI MALLIKARJUN**) : (a) and (b) Yes, Sir. As per financial review of branch lines, 146 branch lines have been identified as uneconomic during the year 1989-90. The policy is to consider closure of those uneconomic branch lines only where adequate alternative means of transport exist.

PERFORMANCE OF ONGC

1086. **SHRI SRIBALLAV PANIGRAHI**: Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

	1988-89	1989-90	1990-91
(i) Output of crude oil (MMT)	29.638	31.99	30.345
(ii) Gross profit (before exchange loss, interest and tax) (Rs/ crores)	2658	2363	1772
(iii) Net Profit (Rs./crores)	1602	1624	1048

(c) Decline of profits has resulted from higher expenditure on account of exchange loss, cost of dry wells written off, operational expenditure and depreciation depletion.

(d) The working of ONGC is monitored in the Ministry on a regular basis.

(e) All efforts are being made to optimise production.

GAS BASED POWER PROJECT IN KERALA

1087. **PROF. SAVITHRI LAKSHMANAN** : Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state :

(a) whether any proposal has been made by the Kerala State Electricity Board to

(a) the total outlay of the Oil and Natural Gas Commission;

(b) the total output and gross profit as well as net profit earned during the last three years;

(c) the reasons for sharp decline in profit;

(d) the steps, the Government propose to take to streamline the working of the ONGC; and

(e) the steps being taken to fulfil the targets of production and the likely profit to be earned this year ?

THE MINISTER OF PETROLEUM AND NATURAL GAS (**SHRI B. SHANKARANAND**) : (a) The outlay of the ONGC for the year 1991-92 is Rs. 3095.74 crores.

(b) The particulars are given below :

run 1,200 MW Power Station through a Southern Gas Grid; and

(b) if so, the details thereof ?

THE MINISTER OF STATE IN THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (**SHRI KALP NATH RAI**) : (a) No, Sir.

(b) Does not arise.

REQUIREMENT OF DISEL FOR THERMAL POWER PLANTS IN KERALA

1088. **PROF. SAVITHRI LAKSHMANAN** : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) the annual requirement and the quantum of allocation of low grade F(1)

LSHS diesel made to the 60 MW and 120 MW diesel based Power Plants in Pallikkara near Kasarkode and Vadakara in Kozhikode district in Kerala respectively;

(b) the total requirement and the quantum of FO|LSHS diesel to be allocated annually to 90 MW gas-based combined cycle power plant of Brahmpuram in Ernakulam district;

(c) whether the Government propose to allocate more diesel to these plants so that the voltage problem could be reduced; and

(d) if not, the reasons therefor ?

THE MINISTER OF PETROLEUM & NATURAL GAS (SHRI B. SHANKARANAND) : (a) to (b) No allocation has been made so far for these power plants.

ELECTRIFICATION OF ERODE-THIRUVANANTHAPURAM SECTION

1089. PROF. SAVITHRI LAKSHMANAN : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any proposal to electrify the Erode-Thiruvananthapuram section of the Southern Railway; 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*]

SHIFTING OF LOCO SHED FROM SAHIBGANJ

1090. SHRI SIMON MARANDI : Will the Minister of RAILWAYS be pleased to state :

(a) whether Sahibganj loco has been shifted to Malda and if so, the loss incurred by the Government as a result thereof;

(b) whether the Government propose to retain the remaining works of the loco at Sahibganj itself;

(c) if so, the details of works which are proposed to be performed at Sahibganj and at Malda; and

(d) if not, the reasons therefor ?

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

(b) Yes, Sir. Sahibganj Loco Shed will continue to function as long as steam locomotives continue to operate in Malda area.

(c) Only Divisional Headquarter of Sahibganj has been changed from Howrah to Malda. All other activities remain the same.

(d) Does not arise.

SHUTTLE TRAIN BETWEEN JAIPUR AND PHULERA

1091. SHRI GIRDHARI LAL BHARGAVA : Will the Minister of RAILWAYS be pleased to state :

(a) whether the Government have identified the number of daily railway passengers of nearby towns and villages, who visit Jaipur to earn their livelihood

(b) if so, whether the Government propose to introduce a shuttle train between Jaipur and Phulera keeping in view the large number of commuters on this route; and

(c) if not, the reasons therefor ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN) : (a) The Railways are aware of the number of the daily commuters travelling to Jaipur by rail.

(b) No, Sir.

(c) As 4763|4764 Fast Passenger and 13/14 Fast Passenger are providing stopping services between Phulera and Jaipur, in addition to seven pairs of Mail|Express trains and due to operational and resource constraints.

[English]

EXPANSION OF COCHIN REFINERIES LIMITED

1092. PROF. K. V. THOMAS : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) the steps taken for the modernisation and expansion of Cochin Refineries Ltd. ;

(b) the steps taken so far to set up Benzene plant at Cochin Refineries Ltd. ;

(c) whether there is a proposal to start a second oil Refinery at Cochin; and

(d) if so, the details thereof ?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND) : (a) CRL has introduced distributed digital control system substituting the pneumatic control system in all processing units. The proposal to expand Cochin Refineries is at an advanced stage of processing.

(b) A Benzene plant with production capacity of 87.200 MTPA has already been

commissioned in February, 1989. A proposal to expand the capacity has been received from CRL.

(c) No, Sir.

(d) Does not arise.

[Translation]

CLEARANCE TO PENDING POWER PROJECTS OF BIHAR

1093. SHRI CHHEDI PASWAN : Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state :

(a) the names of the pending power projects of Bihar and the reasons thereof; and

(b) since when these projects are lying pending for approval and the efforts made so far for the speedy implementation of these projects ?

THE MINISTER OF STATE IN THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI) : (a) and (b)

The details are given below :—

TABLE

Name of Project	Date of receipt in CEA	Present Status
1	2	3
1. Patratu Extension (T) Stage V 2x210=420	12/88	Fuel linkage, associated transmission system clearance from environmental angle and Civil Aviation authorities and water availability are to be tied up by project authorities. Provisions of Section 29 of the Electricity (Supply) Act, 1948 are also to be complied with.
2. Muzaffarpur (T) Extension (Stage II) 2x210-420 2x250-500	8/88 5/90	Fuel linkage, associated transmission system, clearance from environmental angle and Civil Aviation authorities are to be tied up by project authorities. Provisions of Section 29 of the Electricity (Supply) Act 1948, are also to be complied with.

1	2	3
<p>3. Chandil (T) (M/s RPG Enterprises) $2 \times 250 = 500$</p>	1/91	<p>Fuel linkag , associated transmission system, clearance from environmental angl and Civil Aviation authorities and water availability are to be tied up by project authorities. Provisions of Section 29 and, Section 44 of the Electricity (Supply) Act, 1948, are also to be complied with.</p>

All efforts are made by the Central Electricity Authority (CEA) to accord techni-economic clearances as expeditiously as possible. However, this clearance and investment approval by the Planning Commission depend upon several factors including the comprehensiveness of the project reports received from the Project authorities, time taken by the Project authorities in replying to various comments/observations of the CEA/CWC, availability of various inputs and clearances such as fuel availability, transportation of coal and gas, port facilities, water availability, clearances from E & F angle, State Pollution Control Boards and National Airport Authority etc.

[English]

ALLOCATION OF NATURAL GAS TO PIPAVAV POWER PROJECT

1094. SHRI CHANDUBHAI DESHMUKH : Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state :

(a) whether the Government have allocated natural gas from Tapti oilfields to a power project to be set up at Pipavav;

(b) if so, the details thereof; and

(c) if not, the reasons therefor and when it is likely to be allocated ?

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND) : (a) to (c) A decision had been taken in principle to allocate gas for the Pipavav Power Plant. However, this was dependent on the economic feasibility of developing the Tapti Offshore Oil fields of ONGC.

[Translation]

REGULARISATION OF DAILY WAGERS

1095. SHRI HARI KEWAL PRASAD : Will the Minister of RAILWAYS be pleased to state :

(a) whether there is any provision that old daily wagers are engaged in the event of starting new works;

(b) if so, the zone-wise number of such old daily wagers engaged in the new works and the number out of them who were not engaged so far; and

(c) the details of the steps taken by the Government to regularise them ?

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

(b) This information is not maintained by the Zonal Railways.

(c) Barring certain exceptions, all the vacancies in Group D are utilised to regularise daily wage casual labour/substitutes only, after due process of screening.

[English]

REGULARISATION OF CONTRACT WORKERS

1096. SHRI BASU DEB ACHARIA : Will the Minister of COAL be pleased to state :

(a) whether a large number of contract workers, in various coal washeries of Coal India Limited are engaged in permanent nature of work;

(b) if so, whether Government propose to regularise these workers; and

(c) the details in this regard ?

THE DEPUTY MINISTER IN THE MINISTRY OF COAL (SHRI S.B. NYAMAGUDA) : (a) to (c) Contract workers are engaged in washeries of coal companies for removal of slurry and transport of middlings. While removal of slurry is of continuous nature, the transport of middlings is intermittent in nature. The coal companies are installing and commissioning froth-flotation plants in their washeries within the next two or three years to do away with manual handling of slurry thus thereafter, no work force, either contractual or departmental, would be required for removal of slurry. As for transport of middlings, a major portion of this work already stands departmentalised and complete departmentalisation is sought to be achieved soon.

In view of the above, the question of regularising the Contract Workers in the coal washeries, by the Government, does not arise.

[Translation]

SHRI MADAN LAL KHURANA (South Delhi) Sir, I would like to know whether Hon. Minister has resigned and if so, on what grounds ?

(English)

SHRI GUMAN MAL LODHA (Pali) : Sir the Hon. Minister has to make a statement... (Interruptions)

SHRI BASU DEB ACHARIA (Bankura) : The Hon. Minister is here. He can make a statement... (Interruptions)

MR. SPEAKER : Please take your seat. I have allowed the Leader of the House to make a statement. One after the other, we can take up—not all simultaneously....

[Interruptions]

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (SHRI ARJUN SINGH) : Sir, so far as the question of Hon. Member Shri Khurana is concerned, I have to inform the House that the Hon. Minister has resigned and his resignation has been forwarded by the Prime Minister to the President for acceptance.... (Interruptions)

SHRI BASU DEB ACHARIA : The Hon. Minister is present here. He can make a statement.

(Translation)

SHRI MADAN LAL KHURANA : The House wants to know as to how far the statement that has appeared in the newspapers is true ? (Interruptions)....

MR. SPEAKER : When I am on my legs, you please sit down. I have listened everything and followed it, why are you doing this, I am on my legs to say something.

(English)

Please take your seat. Now, the Minister has given me a letter saying that he wants to make a statement. I would like to receive his statement in writing and then I will allow to do it.... (Interruptions)

MR. SPEAKER : Please don't do like this. Please don't force me like this. The rule says that if a Minister wants to make a statement, he has to give it in writing to the Speaker, the Speaker goes through it. He forms his opinion and then allow him. I have received it just now. I am not in a position to read it. .. (Interruptions).

SHRI SOMNATH CHATTERJEE (Bolpur) : It is not proper for him to do like this. .. (Interruptions)

MR. SPEAKER : I will read it I will allow him after I read it. Shri Ramamurthy, you can do it after some time. I will give you the time. Now, I am asking Shri Datta Meghe to make his submission. .. (*Interruptions*)

SHRI DATTA MEGHE (Nagpur) : Mr. Speaker, Sir, according to the provision of Article 371(2) of the Constitution, the Hon. President of India may be requested to constitute Development Boards for Vidarbha, Marathwada and rest of Maharashtra with immediate effect.

[*Translation*]

MR. SPEAKER : Sir, former Prime Ministers Shri V. P. Singh and Shri Chandrashekhar had said it that they would solve the problem of Vidarbha Board. This is an under-developed area. It is the demand of the whole of Vidarbha, Marathwada and rest of Maharashtra that unless this Board is constituted, development of the area is not possible. Nothing can be done until the board is constituted. Shri Rajiv Gandhi had also said that in case he came to power after elections, he would solve the problem of the Board. I want to ask why the Board is not being constituted ?

[*English*]

SHRI PALA K.M. MATHEW (Idukki) : Sir, I rise to point out that a very alarming situation has gripped Kerala which has to be urgently dealt with on a war-footing.

Incessant torrential rains have swept away vast areas of land and parts of some villages in the mountainous District of Idukki.

Massive land slides and hurricanes have caused untold misery and irreparable losses to the farmers. People have been swept away by the roaring floods and houses have been ruined; trees have been uprooted; crops worth crores of rupees have been devastated; bridges have been shattered; roads have been damaged and even

blotted out. It is almost a cataclysm which has turned the concerned areas upside down. The peasants are already broken by the heavy debts, steep fall in cash crop prices, destruction of peppervines due to diseases and also by the general price rise and inflation.

I urge upon the Government to reach out immediate interim relief and also give them sufficient compensation, aid and rehabilitation after getting a report from the Kerala Government.

[*Translation*]

SHRI MORESHWAR SAVE (Aurangabad) : Mr. Speaker, Sir, through you, I would like to draw the attention of Hon. Minister of Industry and Hon. Finance Minister to the crisis prevalent in small scale sector industrial units. Most of the nationalised banks have effected a heavy cut in credit facilities provided to small scale sector units throughout the country since May 1991 without prior intimation. In the beginning the Banks stopped providing credit facilities to them. With the result, most of the units have been closed down and are on the verge of closure. Besides, the Banks have increased the rate of interest also and are charging interest arbitrarily sans uniformity. In this way, small scale industries are facing severe crises. Millions of labourers in the country are likely to face starvation.

Sir, out of the loans provided to industries in the country, most of the arrears are against heavy industries. According to the economic survey, out of the total arrears, only 24 per cent arrears are against small scale industries and the remaining arrears are against heavy industries. In such a situation, I don't think that credit facilities for small scale sector only be stopped in the name of economic crisis.

Since the Government have not announced industrial policy for small scale sector, uncertainty is prevailing in this sector. I request the Hon. Industry Minister to continue credit facilities for small scale industries and reduce the rate of interest for small scale industries in comparison to heavy industries as per the

At the same time, new industrial policy for small scale industries should be announced immediately so that small scale sector units could function smoothly and contribute their mite in nation building.

[English]

SHRI DWARKA NATH DAS (Karim Ganj) : Mr. Speaker, Sir, rural water supply works are mainly the affairs of the State Government, but I have to draw the attention of the Centre because in dry season, getting of safe drinking water becomes a serious problem in rural area of Barak Valley particularly in Karim Ganj and Hailakandi Districts of Assam. And the progress of installation of such works is so slow there that I fear the State Government cannot cover up the said two Districts within a period of next ten years. Even in small township like Badarpur in Karim Ganj District, acute scarcity of drinking water prevails.

Will the Hon. Minister concerned be pleased to do the needful at a very early date so that the water works be speeded up in Karim Ganj and Hailakandi Districts ?

[Translation]

SHRI SANTOSH KUMAR GANGWAR (Bareilly) : Mr. Speaker, Sir, A 'dharna' by 70 thousand employees of Grameen Banks was organised today in front of the residence of the Finance Minister under the auspices of the All India Grameen Bank Workers Organisation. They are demanding uniform implementation of the N.I.T. award regarding equal pay for equal work. In addition to it, officers and employees of rural banks have demanded that all the 196 branches of rural banks in the country should be amalgamated into one to form a unified Indian Rural Bank and employees posted in rural areas should be given rural posting allowance.

I would like the Government to make a statement on it and let us know the date from which it is going to implement it. Government had accepted this demand two years back and had given assurance to implement it but it has not yet announced

the specific date of its implementation. I would like the Hon. Finance Minister to pay special attention to it and accept the demand (Interruptions).

SHRI MADAN LAL KHURANA : Mr. Speaker, Sir, a news item has appeared in the Nav Bharat Times that a bloody clash took place between two groups in Rally-Ganj Coal Mines in Giddi area of Bihar resulting in death of 13 Adivasis and injure to a number of people.... (Interruption.)

This is a very serious matter. The common people are not considering themselves safe there. All these things are happening in Bihar openly in broad day light. I would like the Hon. Mome Minister to make a statement in this regard. An enquiry should be conducted into this incident. A Committee of the House should visit the place and make an on-the-spot enquiry and the findings of the enquiry should be reported to the House. This is a very serious matter (Interruptions)

[English]

SHRI BASU DEB ACHARIA (Bankura) : Yesterday I gave a notice on this as I wanted to raise this matter. This should not be considered as a clash between two group of workers. This is as a result of wrong policy pursued by the Coal India Ltd., CIL and the Central Coalfields Ltd. Because of the introduction of machines, the workers, particularly the tribal workers, are being evicted, their employments are being threatened and therefore there is great resentment. I personally visited that colliery and the victims of that particular coalmine three years back. I have seen how the big machines are introduced spending crores of ruppees money. But these machines are not being utilised and these machines are threatening the employment of tribals of that area. This is because of the wrong policy. The Minister of Coal is here and I demand a statement from Shri Sangma on this incident. This is a very serious incident. I demand a statement from the Minister of Coal.... (Interruptions).

[*Translation*]

SHRI ASHOK ANANDRAO DESHMUKH (Parbhani) : Mr. Speaker, Sir, the Hon. Finance Minister is not speaking the truth. He has said in the budget presented on 24th July that prices of pesticides and insecticides had not been increased for the past 10 years. I think the prices of fertilisers were increased in 1983 and in 1986 also prices of fertilisers, pesticides and insecticides were raised. He had given another assurance that old stock prior to 24th July on which Government had given subsidy. . . . (*Interruptions*)

(English)

MR. SPEAKER : Only what Shri Deshmukh says goes on record. . . . (*Interruptions*)

[*Translation*]

SHRI ASHOK ANANDRAO DESHMUKH : That stock of fertilisers, pesticides and insecticides would be sold to farmers at old rates but he has not kept his promise.

I met Shri Jakharji and Hon. Finance Minister twice and they again said that they had given orders that old stock should be sold at old rates. But that orders were for retailers only and wholesaler and main dealers were not given such orders. I would like that Government should issue orders that entire old stock of fertilisers, pesticides and insecticides on which subsidy was given should be sold to farmers at old rates. . . . (*Interruptions*). . . .

SHRI MADAN LAL KHURANA : Mr. Speaker, Sir, Janata Dal Government wants to save CPM. We want to know. . . .

(*Interruptions*)

[*English*]

MR. SPEAKER : Mr. V. S. Rao, please. . . . (*Interruptions*)*

MR. SPEAKER : Shri Khurana, what you are saying is not going on record. (*Interruptions*)

MR. SPEAKER : You have made your point, that is all. Mr. V. S. Rao please. (*Interruptions*)

SHRI SOBHANADREESWARA RAO VADDE (Vijayawada) : Mr. Speaker, Sir, through you, I would like to bring to the notice of the Government a very alarming situation. . . . (*Interruptions*)

[*Translation*]

MR. SPEAKER : You have already been given a chance to speak.

SHRI MADAN LAL KHURANA : Mr. Speaker, Sir, such a big incident has taken place. . . . (*Interruptions*)

[*English*]

SHRI BASU DEB ACHARIA : Why cannot the Minister make a statement on this ? This is a very serious situation. May I know whether the Minister is aware of the incident or not ? . . . (*Interruptions*)

SHRI SAIFUDDIN CHOUDHURY (Katwa) : What is the concern of the Government about this ? Why cannot the Minister make a statement ? . . . (*Interruptions*)

THE MINISTER OF HOME AFFAIRS (Shri S.B. Chavan) : This morning only I have given instructions to get all the information from the Government of Bihar and thereafter we will make a statement in the House.

SHRI SOBHANADREESWARA RAO VADDE : Sir, through you, I would like to bring to the notice of the Government a very grave situation, an alarming situation wherein the farmers are being lathi-charged, firing is resorted to, on the farmers just because they are demanding that the fertilizers which were supplied to the dealers prior to the Budget introduction be sold at the old, controlled rates. But the traders and the Agriculture Department officials in Andhra Pradesh have colluded

*Not recorded.

and are selling the fertilizers at the black-market rates. So, the farmers had to raid the godowns and other places where these fertilizers are hidden and stored. So, a very alarming situation is there. In towns like Nakrekal, Kodada, Nandigama and Mirialagoda and several other places in Andhra Pradesh, the farmers are being assaulted by the Police. I request the Hon. Minister to immediately contact the State Government and take adequate steps to see that, as per the promise of the Government, the fertilizers are made available to the farmers at the old rates because they are supplied at the old rates to the traders.

SHRI A. CHARLES (Trivandrum) : The need for developing the Inland Water Way cannot be over-emphasised. In the Eighth Lok Sabha, on the last day of the Session, a Bill was passed by this House for declaring the Cochin-Trivandrum Sector of the Inland Water Way as the National Water way. Unfortunately that was not passed by the Rajya Sabha and it lapsed. In the Ninth Lok Sabha, even after repeated requests from me, that was not presented. Sir, it requires only half-an-hour for passing such a non-controversial legislation. So, I request that : Bill for declaring Cochin-Trivendrum stretch of the West Coast Canal as National Water Way may be introduced in this Session of the Lok Sabha and passed without further delay.

SHRI GOPI NATH GAJAPATHI (Berpampur) : Mr. Speaker, Sir, I wish to draw the kind attention of our dynamic Railway Ministers regarding the situation affecting the people of the two neighbouring States of Orissa and Andhra Pradesh. Parlakbemandi, Gunupur, Tekkali and Naupada areas are badly affected for want of basic rail transport facility. They have expressed strong resentment against the cancellation of train services on the Naupada-Gunupur narrow gauge section. The Chief Operating Superintendent of South-Eastern Railway, Waltair Division had issued a notification on 3rd August 1990 : "Due to very poor patronage, the Railways have decided to cancel the train services between Naupada-Gunupur".

The regular commuters, whom I personally met in my constituency recently, largely depend on this mode of transport. They have stated that the question of "very poor patronage" does not arise as this is the only train running in that area. In addition, they squarely blame the Railway staff for bringing things to this state. They also allege that the Railway staff have allowed the people to travel by taking less money simultaneously preventing them from buying tickets. Thus, the Railways were deprived of revenue not because of "very poor patronage" but due to corruption by its own staff.

Hence, I would urge upon the Ministry of Railways to ensure that strict action is taken against the alleged malpractices of the Railway staff forthwith, the old steam locomotives are replaced by the more efficient diesel engines, side by side restoring the original train services; also to actively consider the conversion of this narrow-gauge section to broad-gauge with extension for commercial viability to Rayazada or Bissam-Cuttack area expeditiously for providing the basic travel-cum-transport facility to the poor tribals, harijans and the downtrodden citizens of this under-developed and totally neglected region.

[*Translation*]

***SHRI V. S. VIJAYARAGHAVAN (Palakkad) :** Sir, heavy rains have caused severe floods in Palakkad for the first time in history, the Palghat district is under water. Three persons have already died. People have no jobs and are starving. The roads are damaged and many houses have been washed away. The Attappady area, which is predominantly an Adivasi area is totally cut off from the rest of the land. The Adivasis are on the verge of starvation. The Government of Kerala has whatever assistance possible. The Government has released Rs. 10,000/- to the affected families and I thank the Govt. of Kerala for that. But that is no enough. The affected Adivasis and other poor people should be provided with free ration. Therefore, the Centre should immediately rush necessary assistance to Kerala.

**Translation of the submission originally made in Tamil.*

[*English*]

SHRI HANNAN MOLLAH (Uluberia):
Mr. Speaker, Sir, I would like to draw through you the attention of the House and of the Minister of Commerce and the Minister of Textiles to the decision of the Government to declare surplus all the Central Government employees in two departments of the Government. 208 employees have already been declared surplus in Calcutta by the Export Inspection Agency. If the decision is implemented in full, 2,000 employees will be declared surplus.

In the Textiles Department, JCI is also going to declare surplus a large number of employees in the north-eastern and eastern India. So, on these issues, I demand that the Minister of Commerce and the Minister of Textiles takes note of the situation. There is already a great resentment among the employees.

It will create problems. It has come as a direct result of the new Economic Policy of the Government on liberalisation and the IMF dictated policy of reducing manpower. This matter will have serious repercussions. So, I demand that the Government should withdraw that order and declare the surplus as null and void and all the employees should be retained.

SHRI SOMNATH CHATTERJEE :
Sir, this matter had been raised earlier also but we do not find any response from the Government. I myself raised it and Mr. Chidambaram was there. But there is no response. A total of 208 employees and officers of a Government organisation called the Export Inspection Agency have been served with notices of retrenchment by giving them three months salary on the plea that they have become surplus. When we are trying and when this country is trying to export more, we are going to do away with an agency which will ensure the quality of export goods. This is a strange phenomenon. And what will happen to those employees? They were asked to give an undertaking on whether they would be agreeable to join other places or establishments of the Government or not. And many of them gave such an undertaking

but even that undertaking is not being accepted. They were asked to give their options and they gave their options. But they are not being given alternative jobs. What will happen to them? They came to me. Employees in the age group of 45-50 came to me. They said that for no fault of theirs they are losing their jobs. And we are told certainly that Dr. Subramaniam Swamy's decision is being implemented. You are not implementing the decision to reinstate the dismissed workers on the plea that that decision was taken by an earlier Government. And this time, when getting rid of employees, you are scrupulously following the anti-workers decision of the previous Government which was your hand-picked Government. I want to know the Government's reaction on this matter. Has the process started? Is this the effect of liberalisation, that the Government offices will be closed one after the other and the workers will go to the streets with no alternative jobs, not even with proper retrenchment compensation? You are not giving compensation as VRS which is being given by big public private enterprises. What will these people do with three months salary? Therefore, Sir, this is not a matter which should be just looked into casually by the Government. They must seriously look into this matter and give their reaction. We want a categorical declaration that such a thing will not happen in future and that retrenchment will be stopped so that the whole matter may be reviewed. (*Interruptions*)

[*Translation*]

SHRI RAM VILAS PASWAN (Rosera):
Mr. Speaker, Sir, Somnathji has rightly said that the Government which cannot provide job has no right to remove any one from servicc. . . . (*Interruptions*)

[*English*]

MR. SPEAKER : Mr. Anadi Charan Das is also on a very important point.

(*Interruptions*)

SHRI SAIFUDDIN CHOUDHARY :
Sir, the Minister should make a statement on this matter. This is a human question.

I want to know as to whether there will be any response to our demand or not. This is a very serious matter. (*Interruptions*)

SHRI SOMNATH CHATTERJEE : Is getting rid of Government employees that causal and easy matter ? Are you asking them to get out after putting 30 to 40 years of service ? How can it happen and what will they do ? What will 40 year old or 50 year old employees or even 30 year old employees do ? Are you giving any alternative employment to them ? This is a very serious matter. Sir, I do not wish to make it an issue of confrontation. But I am appealing to the Government that this is a matter where human element is involved and future of the Indian people and their families are involved. They are on starvation. They are asking us. What will be our reply to them ? I am asking the Government to answer. They are saying that for no fault of theirs, they are being removed. (*Interruptions*)

[*Translation*]

SHRI CHANDRAJEET YADAV : Mr. Speaker, Sir, Please ask the Government to make a statement on it. (*Interruptions*)

[*English*]

SHRI CHETAN P. S. OHAUHAN (Amroha) : Sir, so far as the export of sports goods are concerned, it is very essential that the quality of the goods which are to be exported should be maintained and there must be an agency which should monitor the quality of these goods.

Otherwise, the reputation of the manufacturers will go down and the orders that we get from the foreign countries will be cancelled or reduced. Therefore, I suggest that this kind of an agency which is monitoring the manufacture and quality of these sports goods should be maintained.

SHRI CHITTA BASU (Barasat) : In the last week only, I drew the attention of the Government with your permission to the problem being faced by the Jute Corporation of India, about which some re-

ference has been made along with a reference to the employees of the Export Inspectorate. The JCI is to go in for the purchase of raw jute from the market. Jute season has already started in North Bengal and some other parts of the Eastern Region. Though the jute season is already on, the JCI has not yet been given any instructions as to whether they would purchase jute from the market or not. No operation in this regard has been started and no instructions are given. On the other hand, it is being stated that the Government proposes to close down the JCI or at least contract the operations of the JUCI. Last week also I drew the attention of the Minister to it. I expect that there should be a reply from the Government's side on this very important issue. Sir, while supporting the case for the employees who have already been retrenched, I want that the Government should make its position clear with regard to the JCI. (*Interruptions*)

MR. SPEAKER : Please sit down.

SHRI MANORANJAN BHAKTA (Andaman-Nicobar) : Sir, this is a very serious matter and I have given you notice. It is not a question of 208 persons getting retrenched. As the paper reported, about 2,000 people will be retrenched once the new Trade Policy is implemented and export inspection system is done away with by the new Trade Policy. This will affect the jobs of 2,000 employees who are presently employed in different parts of the country. That is why, before implementing any policy, it is very important for the Government to see that nobody is retrenched in this hour of crisis, when the problem of unemployment is mounting up in a bigger way. I demand that the Government should come out with an assurance that these employees are not retrenched.

SHRIMATI GEETA MUKHERJEE (Panskura) : On this question, all sides of the House do agree that it should be viewed from the humanitarian angle. Since our national interests are seriously involved in this, I appeal to you that there should be a consensus on not retrenching the employees.

DR. KARTIKESWAR PATRA (Balasore) : Sir, vast areas of North Orissa in Balasore (*Interruptions*)

MR. SPEAKER : This is what exactly happens when everybody wants to speak at the same time.... (*Interruptions*)

MR. SPEAKER : Will you please wait for some time ? You may speak after some time.

THE MINISTER OF HUMAN RESOURCE DEVELOPMENT (Shri Arjun Singh) : Sir, a very important point has been raised and it is obviously a question which deserves close attention.

SHRI RAM VILAS PASWAN : Sympathetic consideration too.

SHRI ARJUN SINGH : Sympathy cannot go out of close attention! In the light of what has to be done, I will draw the attention of the Minister of Commerce to it. I will talk to him. I will certainly request Shri Chidambaram to make a statement.. (*Interruptions*)

DR. KARTIKESWAR PATRA : Sir. This is relating to Inter State Flood Control Project of river Subarnarekha near Chandil in Bihar. Vast areas of North Orissa in Balasore and Mayurbhanj district and a portion of West Bengal in Midnapore District have been sustaining great loss of human life and property worth crores of rupees, due to devastating floods in the river Subarnarekha every year.

The Flood Control Project was sanctioned and taken up by the Government but due to paucity of funds, the project is being delayed. The field channels for irrigation have not yet been completed. Due to the paucity of funds the State of Orissa has not properly attended to this project as a result of which it is getting delayed.

I, therefore, appeal through you to the Union Government to interfere into the matter and complete this project as early as possible.

2965 LSS/91—17.

SHRI GUMAN MAL LODHA : Sir, I would like to invite your attention to the fact that on 12th March, 1991, Hon. Speaker gave a ruling in this House that a Committee was constituted, consisting of Justice IB Sawant, Justice P.D. Desai and Justice Chinnappa Reddy, for making enquires into the conduct of a sitting Judge of the Supreme Court, Justice V. Ramaswamy on the basis of an impeachment petition filed by Hon Shri L. K. Advani and others.

Now, what has happened is that though the Committee is there but Justice Sawant is not functioning because the Government of India has not issued the notification. Justice Sawant says that unless the notification is issued by the Government of India, a sitting judge of the Supreme Court cannot function. Therefore, the impeachment proceeding is withheld. To add insult to the injury the former Law Minister,.....*..... created a confusion and acted in a most.

MR. SPEAKER : Please do not mention his name; he is not a Member of this House.

SHRI GUMAN MAL LODHA : Sir, at that time he said that this Committee has ceased to function. That was wholly unconstitutional and illegal.

Therefore, I request the Government, through you, that the Speaker's ruling for constitution of this Committee should continue even if the Lok Sabha ceases to function. I, therefore, appeal that that Committee should continue and the Law Minister should issue the notification with regard to the functioning of a sitting judge of the Supreme Court..... (*Interruptions*)

MR. SPEAKER : You have to sit now. You cannot force anything like that..... (*Interruptions*)

[*Translation*]

SHRI RAM VILAS PASWAN : Mr. Speaker, Sir, this issue is a very important one.... [*Interruptions*].... The then

*Not recorded.

Hon. Speaker had admitted the notice of breach of privilege given by 108 MPs and constituted an investigation committee for the purpose. Investigation committee comprised of Justice Chinnappa Reddy, Justice Desai and Justice Sawant. No one can doubt the integrity of these judges. But we doubt the integrity of Government. Previous Government had tried to hush up the matter and the present Government is also trying to do likewise. The Present Attorney General has his own attitude towards every issue which creates doubt about his integrity. Therefore, we would like to know the present Government's attitude towards it. An investigation committee was set up as per the ruling of the then Hon. Speaker. Now Justice Sawant has said that judges have stopped functioning because Government stand is not clear. Therefore, we would like the Government to spell out its policy. Does Government propose to take a decision contrary to the earlier one. Mr. Speaker, Sir, I request you to direct the Government not to take any step to change the decision taken earlier... *(Interruptions)*

[English]

SHRI SAIFUDDIN CHOUDHURY :
Sir, since the decision of the House is that the order given by the former Speaker is not acted upon, the Government must make a commitment as to what they are going to do about it. We cannot just take things like that... *(Interruptions)*... It is a very serious point.

MR. SPEAKER : If you want that on every point there should be a response, then it will become very difficult. *(Interruptions)*

SHRI SAIFUDDIN CHOUDHURY :
You, as Speaker may give a decision....

(Interruptions)

MR. SPEAKER : If you want that on every point there should be a response, then it is very difficult.... *(Interruptions)*

[Translation]

SHRI LAL K. ADVANI (Gandhi Nagar) : Mr. Speaker, Sir, this question has been posed to the Government because

as Shri Guman Mal Lodhia has said, a judge appointed on that Committee, has said that he could not work till a notification was issued by the Government. But I think it is related to the Hon'ble Speaker. Because it was the decision of the Hon'ble Speaker. There are some hindrances in the implementation of this decision. You as well as this House are concerned with the implementation of this decision. Therefore, attention of the Government is drawn towards the implementation of this decision. I would like to request the Government to inform the House about the present position in the matter.

[English]

MR. SPEAKER : I will look into it.

[Translation]

SHRI BUTA SINGH (Jalore) : There are many constitutional and legal points involved in the matter raised by Shri Advani and Hon'ble Members and it is also related to the procedure in Lok Sabha. A committee was constituted by Hon'ble Speaker as laid down by the procedure. This Committee was to come into existence after issue of the notification by the Government.

Mr. Speaker, Sir, under the procedure Hon'ble Speaker has no power to appoint a Committee himself, which may function under his directions. It can be verified from the record and history of the Lok Sabha that there have been instances in every Lok Sabha when certain decisions, some bills introduced in the House lapsed after reaching advanced stage. Therefore, you will have to look into whether the decision taken by the then Hon'ble Speaker continues to be operative. If so, is it the discretion of the Government to issue the notification or not or it is an order from this august House to issue the notification and what will be its constitutional validity? You kindly think over all these points carefully before taking any decision.

SHRI RAM VILAS PASWAN : In this regard you can see the proceedings of 12th

March where Hon'ble Speaker has clearly mentioned that :—

[English]

Under Article 124(4) of the Constitution of India read with Section 3 of the Judges Inquiry Act, 1968.

[Translation]

The Committee is being constituted;

[English]

"The Committee shall submit its Report as early as possible."

[Translation]

I was saying that it was the directive of the Chair that.

[English]

"The Motion shall remain pending till the Report of the Inquiry Committee is received."

[Translation]

Therefore, what Mr. Buta Singh has said is not correct. Therefore, it is the question of dignity of the Chair.

SHRI BUTA SINGH : I have requested you to look into its constitutional validity before taking any decision. I did not say to close the decision.... (Interruptions)

[English]

MR. SPEAKER : Mr. Lodha, we are not arguing in a court of Law.

[Translation]

SHRI BUTA SINGH : Is the said Investigation Committee available to the Hon'ble Speaker or not ? You kindly take the decision whether it will be implemented by the Government or by the Hon'ble Speaker.

SHRI GUMAN MAL LODHA : You do not know any thing about it. You do not know what the Act says about it.

MR. SPEAKER : Mr. Lodha, please take your seat.

[English]

It is not necessary that you reply to each and every point.... (Interruptions)

MR. SPEAKER : I have heard the Members speaking on the floor of the House. I know that this is a case which has to be gone into, carefully because the impeachment is involved and probably for the first time we are taking up such a matter on the floor of the House.

I know that there are many constitutional and legal niceties involved in it. That is why I have said I will look into it; that means I will look into it certainly, carefully; that does not mean that I am going to decide this way or that way. I am going to look into it carefully. Please allow me to have a thorough look into it and then I will come back to the House.

SHRI MALLIKARJUNAI AH S. (Tumkur) : In Karnataka, Mysore District, Hasan, Mandia and Mangalore district, there have been heavy rains for the last two or three days. The reservoirs coming under Cauvery are filled with water. Heavy water is being discharged by Cauvery and Kabni Reservoirs with the result that on either side of the river some of the villages are submerged in water. Cattle, sheep and goat are being washed away. Paddy fields and other standing crops are very much damaged. National Highways and State Highways are heavily damaged. I request the Central Government to come to the aid of the State Government by giving them finance for this loss.

SHRI K.P. REDDAIAH YADAV (Machhliptnam) : I want to bring to the notice of the House a serious matter. Despite the hue and cry made a throughout the country about the killing of six pilgrims by fake encounter by the police officers of U.P., they have not taken any action. I want to bring to the notice of this House that a similar encounter is being planned to kill Mr. D. P. Yadav, ex-Minister in whose district six elections had been countermanded by the SP of Bulandshar District. I want to

bring to the notice of the Hon. Minister that such fake encounters should not be initiated by the police officers to kill the opponents as already. Sikh community has been isolated from the main stream of the national life. Muslims, SCs and other communities have already been isolated. Therefore, if you want to isolate the Yadav community from the mainstream of the national life, it will be detrimental to the national integration....(*Interruptions*)

MR. SPEAKER : Papers to be laid on the Table.(*Interruptions*)

MR. SPEAKER : This is not going on record....(*Interruptions*)

12.48 hrs.

PAPERS LAID ON THE TABLE

NOTIFICATIONS UNDER THE AIRCRAFT ACT, 1934, ANNUAL REPORT OF THE COMMISSION OF RAILWAY SAFETY FOR THE YEAR 1989-90 ETC.

[*English*]

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI M. O. H. FAROOK) : On behalf of Shri Madhav Rao Scindia I beg to lay on the Table—

(1) A copy each of the following Notifications (*Hindi and English versions*) under section 14A of the Aircraft Act, 1934 :—

(i) The Aircraft (Fourth Amendment) Rules, 1991 published in Notification No. G.S.R. 196(E) in Gazette of India dated the 1st April, 1991 together with an explanatory note.

(ii) The Aircraft (Third Amendment) Rules, 1991 published in Notification No. G.S.R. 218 in Gazette of India dated the 30th March, 1991 together with an explanatory note.

[Placed in Library. See No. LT-205|91]

(2) A copy of the Annual Report (*Hindi and English versions*) of the Commission of Railway Safety for the year 1989-90.

[Placed in Library. See No. LT-206|91]

(3) (i) A copy of the Annual Report (*Hindi and English versions*) of the Indian Airlines for the year 1989-90 under sub-section (2) of section 37 of the Air Corporation Act, 1953.

(ii) A copy of the Annual Accounts (*Hindi and English versions*) of the Indian Airlines for the year 1989-90 together with Audit Report thereon under sub-section (4) of section 15 of the Air Corporations Act, 1953.

(iii) A copy of the Review (*Hindi and English versions*) by the Government on the working of the Indian Airlines for the year 1989-90.

(4) A statement (*Hindi and English versions*) showing reasons for delay in laying the papers mentioned at (3) above.

[Placed in Library. See No. LT-207|91]

Notifications under the Oilfields (Regulation and Development) Act, 1948 and Essential Commodities Act, 1955 etc.

THE MINISTER OF PETROLEUM AND NATURAL GAS (SHRI B. SHANKARANAND) : I beg to lay on the Table—

(1) A copy each of the following Notifications (*Hindi and English versions*) under section 10 of the Oilfields (Regulation and Development) Act, 1948 :—

(i) S.O. 107(E) published in Gazette of India dated the 18th February, 1991 enhancing the rates of the Mineral Oils, namely Crude Oil and Casing-head condensate

with effect from the 1st April, 1987.

- (ii) The Petroleum and Natural Gas (Amendment) Rules, 1991 published in Notification No. G.S.R. 108(E) in Gazette of India dated the 18th February, 1991.

[Placed in Library. See No. LT-208|91]

(2) A copy of the Non-Pressure Stoves (Quality Control) (Amendment) Order, 1991 (Hindi and English versions) published in Notification No. G.S.R. 49(E) in Gazette of India dated the 25th January, 1991 under sub-section (6) of section 3 of the Essential Commodities Act, 1955.

[Placed in Library. See No. LT-209|91]

A copy of the Report (Hindi and English versions) of the Comptroller and Auditor General of India—Union Government—(No. 9 of 1990)—Commercial—Gas Authority of India Limited—HBJ Pipeline Project under article 151(1) of the Constitution.

[Placed in Library. See No. LT-210|91]

Annual Administrative Report of and Review on the working of the Punjab Electricity Board, Patiala for 1989-90, etc.

THE MINISTER OF STATE IN THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI) : I beg to lay on the Table—

- (1) (i) A copy of the Annual Administration Report (Hindi and English versions) of the Punjab State Electricity Board, Patiala for the year 1989-90 under sub-section (1) of section 75 of the Electricity (Supply) Act, 1948 read with clause (c) (iv) of the Proclamation dated the 11th May, 1987 issued by the President in relation to the State of Punjab.

- (ii) A statement (Hindi and English versions) of objectives of the Annual Administration Report of the Punjab State Electricity Board, Patiala, for the year 1989-90.

- (iii) A copy of the Review (Hindi and English versions) by the Government on the working of the Punjab State Electricity Board, Patiala, for the year 1989-90.

(2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. LT-211|91]

Annual Report of and Review on the working of the Singareni Collieries Company Limited, Kothagudem Collieries, for 1989-90

THE MINISTER OF STATE IN THE MINISTRY OF COAL (SHRI P. A. SANGMA) : I beg to lay on the Table—

(1) A copy each of the following papers (Hindi and English versions) under sub-section (1) of section 619A of the Companies Act, 1956 :—

- (i) Review by the Government on the working of the Singareni Collieries Company Limited, Kothagudem Collieries, for the year 1989-90.

- (ii) Annual Report of the Singareni Collieries Company Limited, Kothagudem Collieries, for the year 1989-90 along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

(2) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above.

[Placed in Library. See No. LT-212|91]

12.49 hr.

STATEMENT UNDER RULE 199

[English]

RESIGNATION FROM THE COUNCIL OF MINISTERS

MR. SPEAKER : Shri K. Ramamurthy to make a statement.

THE MINISTER OF STATE OF THE MINISTRY OF LABOUR (SHRI K. RAMAMURTHY) : In the light of my resignation from the Council of Ministers, I am making the following statement :

The people of Tamilnadu were expecting a great deal over the Cauvery water issue. This is a highly emotional issue and in fact a life and death problem of the people of Tamilnadu.

Over 25 years have passed without solution to the problem and justice has been continuously denied to Tamilnadu.

I stand by what I stated in the Press. It is due to my conviction to the cause and commitment to the people of Tamilnadu. I have also tendered my resignation from the Council of Ministers and have handed it over yesterday, late in the night to the Hon'ble Prime Minister.

I will continue to serve my Party as a loyal soldier and will participate in all the party programmes.

MR. SPEAKER : Mr. Rangarajan Kumaramangalam.

(Interruptions)

MR. SPEAKER : He said, I stand by it.

(Interruptions)

MR. SPEAKER : Shri Madan Lal Khurana, he stands by it.

12.50 hrs.

BUSINESS ADVISORY COMMITTEE

THIRD REPORT

[Translation]

SHRI RAM VILAS PASWAN (Rosera) :
I beg to move :—

“That this House do agree with the Third Report of the Business Advisory Committee presented to the House on the 29th July, 1991.”

[English]

MR. SPEAKER : The question is :

“That this House do agree with the Third Report of the Business Advisory Committee presented to the House on the 29th July, 1991.”

The Motion was adopted.

MATTERS UNDER RULE 377

(i) *Need to reintroduce Vayudoot Service in Orissa.*

[English]

SHRI SRIBALLAV PANIGRAHI (Deogarh) : Due to inadequate number of aircraft, the Vayudoot Services between Bhubaneswar-Jeypore-Vizag sector and Bhubaneswar-Rourkela-Calcutta sector were withdrawn in December, 1985 and September, 1989 respectively. This has adversely affected the movement of foreign tourists and also the travelling public in the State. Thus the development of immense tourism potentialities of this economically backward State has been very much hampered.

Further, Jhansuguda which is the gateway to Western Orissa was included in the list of places to be covered by Vayudoot services in 1986-87. There is a good aerodrome at Jhansuguda since the Second World War period which with some repairs, is capable of handling even boeing aircraft. With a number of industries located in this locality there will be no dearth of passengers. In fact, there is a pressing demand for Vayudoot services to be extended to this place.

Therefore, I would request the Hon'ble Minister for Civil Aviation to kindly take

early steps for reintroduction of Vayudoot services in Orissa, suitably including Jhansuguda in its programme.

- (ii) *Need to provide employment to unemployed youth from Himachal Pradesh in Central Departments and Undertakings etc. on priority basis.*

[Translation]

SHRI KRISHAN DUTT SULTANPURI (Shimla) : There are many unemployed youths from Himachal Pradesh who are registered with the Employment Exchanges for a long period but they have not been provided employment in any of the Central Government Department or Undertaking. The State Government is not in a position to provide them employment. Many of the youths are matriculates, graduates and post-graduates. They belong to backward areas where post and telegraph facilities are not available. In the absence of these facilities it is very difficult to call them for interview. I request the Government to direct the State Government to fill up the vacant posts reserved for Scheduled Castes and Scheduled Tribes in each department. In addition to that unemployed youths of other categories be provided employment in public undertakings, institutions and corporations on priority basis. I would also like to point out that the youths of Himachal Pradesh have not got adequate employment in banks, railways, Indian Airlines and police. Therefore, I request the Government to take necessary steps in the matter without any further delay.

- (iii) *Need to include construction of road over-bridges at Hospet-Kampli Road, Karwar-Bellary Road and Bellary-Hospet Road in South Central Railway Work Programme.*

[English]

SHRIMATI BASAVA RAJESWARI (Bellary) : The Central Government have intimated the Government of Karnataka about the important features of the resolution regarding governing the Central Road

Fund that a sum of Rs. 1,557.22 lakh is likely to accrue to Karnataka State Government annually. Accordingly, the State Government of Karnataka had forwarded a list of 78 works of 1989-90 and 53 works for 1990-91, which included improvement of important State Highways Major District Roads and Construction of Bridges on these roads in accordance with the guidelines of the Central Government. A list for construction of road over-bridges and road under-bridges for inclusion in the railway works programme for 1992-93 was enclosed also along with letters to the Union Government for implementation of the programme. Important among them are construction of Road over-bridge (ROB) at Km. 1.90 of Hospet-Kampli Road, construction of ROB at Km. 139.30 on Karwar-Bellary Road and construction of ROB at Km. 1.40 of Bellary-Hospet Road.

I urge the Minister of Railways to make provision in the South Central Railway Works Programmes to include the above mentioned construction of roads which will be useful to the people of Karnataka especially the people of Bellary and Hubli.

- (iv) *Need to provide immediate financial assistance to Government of Himachal Pradesh to Control Cholera and Gastro-enteritis*

[Translation]

PROF. PREM DHUMAL (Hamirpur) : Mr. Speaker, Sir, I would like to raise a matter under rule 377. Diseases like Cholera and Gastro-enteritis have spread in all the districts of Himachal Pradesh. A number of people have died. Thousands of people have been suffering from these diseases. Medicines are too costly. Medicines worth Rs. 60 are needed per patient per day and in some of the families the number of patients is about ten. State Government is providing free treatment within its limited resources. I have met the Prime Minister and the Hon'ble Health Minister again and again to impress upon them the need to provide financial assistance of rupees five crores to the State Government so that arrangement of medicines could be made and medicines for

treating the water could be provided. But in spite of assurances no assistance from Central Government has been provided. So, I request the Government to provide immediate assistance to Government of Himachal Pradesh to control these diseases so that people could get relief.

(v) *Need to instal electronic telephone exchange in Jalpaiguri, West Bengal.*

[English]

SHRI JITENDRA NATH DAS (Jalpaiguri) : Sir, Jalpaiguri town is one of the oldest cultural and beautiful divisional towns of West Bengal. In this age at science and technology, manually operated telephone exchange is till to day working in Jalpaiguri town. It is practically non-functional and has failed to meet the demand of the people. Thanks to the Government that it is very much considerate to introduce electronic exchange. For this replacement, 78 KM underground cable work alongwith other necessary infrastructure, is about to be completed in Jalpaiguri town.

I urge upon the Government to take immediate action so that electronic exchange with modern equipments ILT-2048 may be started within this year itself.

(vi) *Need to confer citizenship rights on refugees from East Pakistan settled in Pilibhit district of U.P.*

[Translation]

DR. P. R. GANGWAR (Pilibhit) : Mr. Speaker, Sir, I would like to raise a matter under Rule 377. In 1955 refugees from East Pakistan came to my Parliamentary Constituency Pilibhit. They have not been granted Indian citizenship. Names of some of them were included in the voters lists of 1964-65 but later on their names were deleted from the voters lists with the result that they are deprived of Government assistance like grants, scholarships granted to Scheduled Castes and Scheduled Tribes in the absence of caste certificates. I request the Government to grant Indian citizenship to all these refugees.

(vii) *Need to provide financial assistance from Prime Minister's Relief Fund to the next of kin of those who lost their lives in recent boat accident in Amalapuram, Andhra Pradesh.*

[English]

SHRI G. M. C. BALA YOGI (Amalapuram) : In Gogulanka village of Palavarin Mandal of my constituency, that is, Amalapuram of East Godavari District of Andhra Pradesh on July 13, 1991 there was a tragic boat accident in which 13 people lost their lives. While they were going to their work, the incident took place. They were all poor people, scheduled castes, agriculturists, men, women and children. I request the Honourable Prime Minister to provide some kind of financial assistance to the poor people from the Prime Minister's Relief Fund.

12.59 hrs.

DISCUSSION UNDER RULE 193

ESCAPE FROM THE CUSTODY AND SUBSEQUENT DEATH OF SHRI SHANMUGAM, AN ACCUSED IN THE RAJIV GANDHI ASSASSINATION CASE (Contd.)

[English]

MR. SPEAKER : The Hon. Minister Shri Chavan will now reply to the discussion.

THE MINISTER OF HOME AFFAIRS (Shri S. B. Chavan) : Mr. Speaker, Sir, I rise to clarify some of the points which the Hon. Members raised on the discussion about the suicide committed by Shri Shanmugam, who is supposed to be one of the persons who gave very important information about unearthing of large number of explosives and other material.

SHRI BUTA SINGH (Jalore) : Mr. Speaker, Sir, the Hon. Minister has already used the word 'suicide'. Has the Government come to a conclusion that it was definitely a suicide? Still the inquiry is going on.

MR. SPEAKER : Alleged suicide.

SHRI S. B. CHAVAN : Thank you for this correction.

SHRI RAM NAIK (Bombay-North) : The former Home Minister is correcting the present Home Minister.

SHRI S. B. CHAVAN : That is why, I am thanking him.

Sir, firstly I would like to remove any kind of misunderstanding that there has been some kind of non-cooperation between the Government of Tamil Nadu and the SIT.

13.00 hrs.

Some of the Hon. Members had been persistently enquiring whether in the room in which Shanmugam was taking his meals, the police officers who were there, belonged to the Tamil Nadu Police or the CBI. In fact, I am going to reply to that aspect also. But at the outset I would like to remove this misunderstanding that there has been some kind of improper coordination between Tamil Nadu Police and the Special Investigation Team. They have provided all the help and assistance that is required for conducting the inquiry by the Special Investigation Team.

The composition of SIT was one of the issues which was raised by some of the Hon. Members. I would like to inform the House that Mr. Kartikeyan, IGP CRPF, is the head of the team assisted by four DIGs, six SPs, 14 Dy. SPs, 33 Inspectors and other supporting staff. Of this, except one DIG, one SP, 2 Dy. SPs, 6 Inspectors and 4 Sub-Inspectors, the rest are drawn from CBI. This is the composition of the Team and they are inquiring into the matter.

Another question raised was about the cooperation between Sri Lankan Government and the Government of India. A team led by the Director of CBI had gone to Sri Lanka after the assassination of late lamented Shri Rajiv Gandhi. It has been inquiring about certain matters from Shri Lankan Government. I must say that the 2965 LSS/92—18

Sri Lankan Government was giving full help and assistance in the matter. It is a different matter that they do not have their presence in the areas of Jaffna. That is our difficulty. But whatever other information is required from Sri Lankan Government they are fully cooperating with the Government of India.

One of the Hon. Members asked a pertinent question as to why the CBI team is giving publicity. I am in full agreement with him that this is a very wrong thing to do by the CBI. The SIT should not give publicity about whomsoever they arrest and the kind of material which, in fact, comes into their hands as a matter of seizure. But everyday some report or the other definitely appears. This morning only I have again given instructions to the Special Investigation Team that they should avoid giving publicity to very sensitive matters. This is a very sensitive matter and I do not think that they should indulge into this kind of a thing.

About the Shanmugam incident, I must say that I had a long discussion with the Special Investigation Team. I tried to find out from them whether the Special Investigation Team is in a position to give such information which, in fact, is very relevant for a number of things which the Hon. Members stated on the floor of the House.

One of the things was in the room where Shanmugam was taking his meals, how many people belonging to the police were present there. There were not just two constables but there were others also who were present and they had arms with them. When these two constables gave an alarm saying that Shanmugam was trying to run away, the relevant factor which arises will be whether the armed police opened fire not with a view to kill the person but with a view to injure him in such a manner that he is not able to run away. Somehow, I must admit before this House I was not fully satisfied by the reply which was given to me by the Special Investigation Team and that is why Additional Director was specially sent there to go deep into the matter and try to find, get explanation on all issues about which Hon. Members have

raised doubts, fix the responsibility and thereafter take action against them. I do not think that I can possibly say anything more on some of the issues which were raised about this point. A point was also raised whether the family members were enquired of about Shanmugam. After running away where did he go? The family members were called to the police station at Vedaranyam. There the family members gave the information that they were not aware as to where he had gone? He had a tendency for committing suicide, that was the information that his wife gave. Thereafter it is a different matter that she sent another telegram saying that CBI had killed her husband. But the fact still remains and we have made enquiries not only with his wife but also with other members of the family.... (*Interruptions*).

There was another point which was raised by one Hon. Member and that was with respect to Dog Squad. It was stated that the dog went to his father-in-law's house which, in fact, is not correct. He went to his brother-in-law's house and there he stopped, later on came back and he stayed at the place where he hanged himself. The brother-in-law was not there in the house. Where from did he get his lungi?.... (*Interruptions*). He was having a white lungi and a white banian. But somehow his white lungi got entangled into a thorn-bush and that is why the white lungi was not there. Banian was thrown away because he thought that the white banian will be able to identify the person. That is why it was found in the dry canal.... (*Interruptions*).

SHRI SAIFUDDIN CHOUDHURY (Katwa) : What about the post-mortum report?

SHRI S. B. CHAVAN : I will just come to that. A question was asked whether I have a confidence in the Special Investigation Team. I can say without any fear of contradiction that these are very eminent people whom we have chosen and I have full confidence in their efficiency and with the confidence of these people, I am sure, they will be able to do their job properly.

SHRI SOMNATH CHATTERJEE (Bolpur) : In your fairness; you expressed your dissatisfaction about the way they are handling although they are supposed to be a very efficient.

SHRI S. B. CHAVAN : This is an isolated instance where I have candidly accepted that this thing has gone wrong and responsibility needs to be fixed. But, so far efficiency and confidence is concerned, I have full faith that they will be able to discharge their duties because within a period of two months after the assassination of Shri Rajiv Gandhi, they have been able to examine about 232 witnesses, searches were carried out under Section 165 of the Criminal Procedure Code at 42 places which resulted in the seizure of large number of incriminating documents. As of now only two main accused persons Sivarasan and one lady Subha remain to be arrested. The Special Investigation Team is after them and we are sure that they will definitely succeed in arresting them also, provided we get cooperation from all those who are concerned.

I must say at this stage that we have to create conditions in which the Special Investigation Team needs to be given some kind of a fillip in their morale. Instead of doing that, if we try to demoralise them and say that this SIT is of no use, I am sure that this will have a very bad effect on the total investigation. If they commit a mistake, I will admit that they have committed a mistake, but, at the same time.... (*Interruptions*).

SHRI E. AHAMED (Manjeri) : Sir, I fully agree with what the Hon. Minister has said with regard to the confidence that he has in SIT. But after this Shanmugam incident, there is a needle of suspicion against some of the officers or the personnel in the Investigation Team. Will the Hon. Minister consider to keep them out from the totality of the inquiry?

SHRI S. B. CHAVAN : Sir, I do not think we should take serious note of it. The Additional Director will be able to find out as to who is the person involved. If anyone is found guilty in that, I can

assure the House that we will not spare him, **whosoever he might be**. Even if he is a higher person, certainly he will not be spared because this is a very important matter where we cannot possibly take any chance.

About the *post mortem* report, I am not a technician and I cannot possibly say what the doctors have said, but here is a full report which was given by three officers—one by Dr. Amrit Patnaik, Director-Professor, Institute of Forensic Medicines, Madras Medical College, Madras; second is an extract from a final opinion recorded in the *post mortem* report by Dr. S. Rajendran, Dr. Subbaiah and Dr. D. Rajendran of Government Hospital, Nagapattinam; and the third one is by Dr. T.D. Dogra, Additional Professor and Head of the Department of Forensic Medicines and Dr. D. N. Bhardwaj, Senior Resident Doctor in the Department of Forensic Medicine, All India Institute of Medical Sciences, New Delhi. I will read the report for the information of the House so that if the Hon. Members have any doubts. . (*Interruptions*)

SHRI JASWANT SINGH (Chittorgarh): The conclusions will suffice, why read the whole report ?

SHRI S. B. CHAVAN : They have come to the conclusion that it is a suicide. Everyone of them says that it is definitely suicide and he was not killed, and that no other conclusion from the *post mortem* report can be drawn.

Some doubt was expressed whether the doctors who carried out or conducted this *post mortem* were qualified. Even the experts of the All India Medical Sciences Institute are saying that they were competent. They had taken full precaution. The entire thing was sent to Madras and got examined and everyone feels quite sure that excepting suicide, there is no other conclusion which can be drawn.

[*Translation*]

SHRI MADAN LAL KHURANA (South Delhi) : Suicide or murder. How

the doctors can decide whether it was a suicide or a murder ? They can only decide that it is a case of hanging. They cannot decide whether it is a murder or it is a suicide.

SHRI S. B. CHAVAN : They can decide it because bones are examined in these cases. Besides, effect on throat is also examined. After examining these things, they can find out each and everything. This is a technical method on the basis of which the doctors can draw a definite conclusion as what actually happened ?

(*Interruptions*).

[*English*]

This was a very important issue on which all the Hon. Members were very much perturbed. The point whether Shri Shanmugam was killed or whether he had committed suicide, was referred by several Hon. Members in their speeches. That is why I have not only got the forensic laboratory's report and other doctors' report from Madras but also got them again rechecked from All India Institute of Medical Sciences. That is why I do not, at least, find any justification to suspect as to why this report should not be relied upon.

SHR TARIT BARAN TOPDAR (Barackpore) : The forensic report cannot determine whether he was hanged to death or he had committed suicide. (*Interruptions*)

SHRI S. B. CHAVAN : I am not a doctor myself. The whole thing is there in the reports. (*Interruptions*)

MR. SPEAKER : Please do not carry on discussion on this point because this is an expert's opinion. It has to be established in a court of law. This is an expert's opinion. (*Interruptions*)

SHRI S. B. CHAVAN : You are very much right. It has to be established in a court of law. (*Interruptions*)

SHRI BUTA SINGH : My request to the Hon. Minister is let him not give details as Home Minister that it is a suicide.

[*Translation*]

SHRI MADAN LAL KHURANA : I agree with Buta Singhji that the Home Minister of the country should not make a statement here about a point of fact which is to be established in a court of law. (*Interruptions*)

[*English*]

SHRI S.B. CHAVAN : I got it doubly checked from All India Institute of Medical Sciences. (*Interruptions*)

This is an expert's opinion. I am not an expert.

SHRI SOMNATH CHATTERJEE : I am not questioning what you have read out. It is an expert's opinion. I would like to know what is going to the court. (*Interruptions*)

MR. SPEAKER : Whatever we say on the floor of the House, or whatever the doctor says—it has to be finally decided by the court. (*Interruptions*)

SHRI SOMNATH CHATTERJEE : This issue is not going to the court. (*Interruptions*)

MR. SPEAKER : It has to be decided by the court as to whether the opinion given by the doctor can be accepted or not. This is an expert's opinion. This has to be decided by the court. Let us not carry on discussion on that. (*Interruptions*)

MR. SPEAKER : Please take your seat when I am standing. Please, let us not carry on discussion on this point because we are not competent to decide whether it is one way or the other. Now it has to be decided by the court when the case comes to the court. It is an expert's opinion.

SHRI S. B. CHAVAN : With your permission, Sir, I will just read the last portion of the expert's opinion. (*Interruptions*)

SHRI FRANK ANTHONY (Nominated-Anglo-Indian) : May I ask a few important questions ? Who were the people who first

discovered his body ? Was it CBI people or was it the local police who did it ? Why were the local police personnel arrested ? How was it that the most elementary precautions and safeguards were not taken ? I am told it is terrain area and safe. Why were the normal elementary safeguards like frisking and metal detectors not there ? Had they been there, this woman could not have gone there. Nobody could have got anywhere near Rajiv.

SHRI SOMNATH CHATTERJEE : He is talking about Rajiv Gandhi's assassination.

SHRI TARIT BARAN TOPDAR : My point is not answered. The forensic report has got nothing to do whether he was hanged to death or he committed suicide.

SHRI S. B. CHAVAN : Sir, one more point and I have done. That is about the terms of reference of the Justice Verma's Commission of Inquiry. This Commission of Inquiry was appointed to enquire and go into the details. We had three terms of reference about which Mr. Justice Verma has given his opinion that on two terms of reference he has no objection and he will conduct the enquiry and find out the details.

But he says that 'the conspiracy part of it is a matter on which I will not be able to throw any light' and that is why it was difficult for him to accept the third term of reference.

Now, at the highest level there has been correspondence going on, also a personal discussion with the Chief Justice of the Supreme Court of India, and we are trying to sort out the issue, but we are still not satisfied. If it comes to that, it will mean the appointment of another Judge to inquire into the conspiracy part of the entire thing.

A point was raised... (*Interruptions*). A point was raised. Let me finish my reply. Everybody is trying to spring up and ask me some thing during the course of my reply. It is not a correct procedure. After I have finished, if you have any doubt, certainly you ask me, I will try to clarify.

Sir, one Hon. Member made a statement that I have made a very irresponsible statement in the Rajya Sabha. Normally what I said in the Rajya Sabha I need not quote here. But I will request the Hon. Members one thing. We have in fact very serious doubts in our minds though at this stage I cannot possibly say that I have some evidence or some clue which can establish; if that was so, the Commission immediately would have been just at it.

In Indira Gandhi case, the immediate people who killed Indira Gandhi, they could be found out. In the case of Shri Rajiv Gandhi's assassination also, those who have been responsible for killing him, definitely they will be found out. At least I have no doubt about it, but at the same time our responsibility is to find out as to who are the people behind the entire thing. If we fail in doing that, then again I consider that we will be falling in our duty; it will be our endeavour, how far we are going to succeed is a matter on which I cannot possibly assure this House. After 15-20 years, there have been cases where people themselves admitted that we are involved in the assassination of a particular person'. I won't be surprised if some kind of thing were to come to light after some time in these cases also, but we will try our level best to see whether we can unearth any kind of conspiracy, the hand behind the whole thing. Whether they were agents or whether they were themselves responsible for doing this is a matter which will have to be thoroughly gone into and that is why it is the third term of reference. If Justice Verma is not agreeable to accept it, we would rather go in for appointment of a retired Chief Justice or a Judge of a High Court and see that he goes deep into the matter and gives a report to the Government as to who are the persons whom he considers as responsible in these cases. I have done now.

SHRI RAM NAIK : I have only to say that the description of Mr. Shanmugham as a well-known smuggler should be changed because it is a bad habit to keep it like that.

SHRI S. B. CHAVAN : I am in agreement with you.

SHRI LAL K. ADVANI (Gandhi Nagar) : Sir, the Home Minister while he was replying started reading out the post-mortem report and some Members said that 'it is an expert body, he need not'. But I would suggest that it would be in the interest of every one if the copy of the post-mortem report is placed on the Table of the House so that it becomes a public document and it can be seen by everybody.

MR. SPEAKER : It is a public document, it goes to the court, it is given to the accused. There is no difficulty about it.

[*Translation*]

SHRI CHANDRA JEET YADAV (Azamgarh) : Mr. Speaker, Sir, yesterday, when I had expressed my views in this connection, I draw the attention of the Hon. Minister to two points but he has not even referred to those two points in his reply. One thing which I had said was that the Government was aware that Shanmugam was a smuggler with wide influence and he had given vital information to the Government. Such a man as was giving the most valuable information, should have been kept in maximum possible security. Was there proper police arrangement outside the Dak bungalow where he was kept, particularly when he was taken there in a helicopter in view of his importance in the investigation ? My second point is when you have said that there is some external hand in the incident. . (Interruptions). Now you are telling that Justice Verma is not willing to conduct the enquiry. In the circumstances do you have any intention to hold the enquiry to be conducted by any other judge in place of Justice Verma ?

(*Interruptions*)

[*English*]

Let the Home Minister reply to it.

SHRI E. AHMED : Mr. Speaker, Sir, it is the personal liking of the judge to agree or disagree for such an inquiry. Here, in this case, Justice Verma has already agreed to conduct the inquiry under the Commission of Inquiry Act. Under the Commission of Inquiry Act, the Commission would

naturally report back to the Government in matters like remedial measures to be taken. Therefore, when the terms of reference have been widened, I do not think there is any specific reason for the judge to disagree to take this matter under his inquiry. Has he mentioned any specific reason for refusal to conduct inquiry. (*Interruptions*)

[*Translation*]

SHRI BUTA SINGH (Jalaur) : Mr. Speaker, Sir, I would like to seek clarification from the Hon. Minister in regard to a very minor doubt which I have. You have found out a very good solution, whatever the statement has been given, even after it, the court has to give its findings (*Interruptions*). One doubt still remains. The Hon'ble Minister has said just now that there was not even a single constable of the Tamil Nadu Police in the room among the constables present there. (*Interruptions*)

SHRI S. B. CHAVAN : I have not said so. (*Interruptions*)

SHRI BUTA SINGH : It is your statement. (*Interruptions*)

[*English*]

MR. SPEAKER : That is a legal position.

SHRI BUTA SINGH : He stated that two constables who were present in the room do not belong to Tamil Nadu Police.

SHRI S. B. CHAVAN : The two unarmed constables belonged to Tamil Nadu Police. (*Interruptions*).

[*Translation*]

SHRI BUTA SINGH : Sir, this is the only trouble. Had the statement been a written one, we would have had something positive. I would like only to ask the Hon. Minister whether it means that Tamil Nadu Police has completely nothing to do with the case? (*Interruptions*)

SHRI S. B. CHAVAN : No, No. I did not say that. (*Interruptions*)

SHRI BUTA SINGH : Mr. Speaker, Sir, there is no mention either of their arrest or of S.I.T. in the statement. We may take it that only S.I.T. may handle the case. Chandra Jeetji has said that he was a most sensitive and most crucial witness and that is why he was brought in a helicopter, as per the statement. It would have been better if the operation was handled by S.I.T. If Tamil Nadu Police is involved in the case, its role has not been referred to. It appears to me from today's statement that there is no role of Tamil Nadu Police and if at all there is some role, it should be looked into. Secondly, it is the first time, we are seeing that S.I.T. also goes to press and the statements of the Hon. Justice also appears in the press. The Hon. Minister should tell the House as to how he would be able to exercise his control over all these things. (*Interruptions*)

[*English*]

SHRI SOMNATH CHATTERJEE (Bolpur) : Mr. Speaker, Sir, Shri Shanmugam had surrendered to the police so far as I have been able to understand and he was arrested thereafter. Why was he taken to Dak Bungalow and not to the police custody? Why was he given the special treatment in the Dak Bungalow where there were obviously no security arrangements?

SHRI BRIJA KISHORE TRIPATHY (Puri) : Mr. Speaker, Sir, yesterday, Justice Verma had written a letter to the Chief Justice of India and it has been reported in the Press. The Minister has stated that Justice Verma is not willing to accept the enlargement of the terms of reference. This is not a fact.

MR. SPEAKER : What the Hon. Minister has stated on the floor of the House has to be taken.

SHRI K. RAMAMURTHEE TINDIVANAM (Tindivanam) : About the suicide theory, I am not questioning. But I would like to know if the Government has ruled out that it is not a forced suicide.

MR. SPEAKER : Legal points cannot be discussed here. I am not allowing such legal points to be discussed. They are to be discussed in the court of law.

SHRI K. RAMAMURTHEE TINDIVANAM : I am on a different point. Yesterday, I had made mention about one Subha Sundaram who has been arrested. He has very high political and non-political links. In view of what happened to Shanmugam, I want to know from the Hon. Minister whether precautions would be taken to see that the same thing does not happen to Subha Sundaram.

SHRI ANBARASU ERA (Madras Central) : I doubt the conclusion of the Hon. Minister.....

MR. SPEAKER : The Hon. Minister has not come to any conclusion. He has just given the facts to the House.

SHRI ANBARASU ERA : What I feel is.....

MR. SPEAKER : You do not have to feel. He has given the facts.

SHRI ANBARASU ERA : When a person had voluntarily surrendered, why did he want to escape and commit suicide? Even if he has escaped, he would have gone somewhere to a distant place. If at all he wanted to commit suicide, he would have committed suicide only in the house.

MR. SPEAKER : Mr. Anbarasu, I am not allowing this. This is not a court of law. These things cannot be decided on the floor of the House. They have to be decided in the court of law. Please take your seat.

*(Interruptions)**

MR. SPEAKER : I am not allowing Shri Anbarasu. This is not a court of law. The Hon. Minister has not come to any conclusion. He has just given the factual information. Let there not be any doubt about it.

*Not recorded.

SHRI K. V. THANGKABALU (Dharmapuri) : Yesterday, I asked the Hon. Home Minister with regard to the State police, the S.P. of the district went to the bungalow and he was refused by the CBI officers. This was the statement made by the State police. With regard to this, I asked the Hon. Home Minister yesterday as to who was the S.P., what was his name and with what connection he went there and why he was refused to meet the officials or meet Mr. Shanmugam.

MR. SPEAKER : We do not disclose the name of the officer here.

SHRI K. V. THANGKABALU : This is a very serious point. I want to know why he was refused to meet the CBI officials and Mr. Shanmugam. Who was the person? What was the motive behind that?

SHRI S. B. CHAVAN : About the first part. I have clearly stated that in the composition of the team of S.I.T., Tamil Nadu officers are also there. Excepting the two constables who were belonging to Tamil Nadu Government, rest of the people who were there in the bungalow were from CBI.

I am myself not being satisfied about the entire thing because why precautionary measures were not taken; why the firing was not opened when he was trying to run away. Then, his dhoti was getting entangled into thorn-bush. Why have they not resorted to firing with a view to injure him so that he does not succeed? All these are matters which require enquiry. In fact, I am myself not satisfied. That is why, special officer had to be sent from here. He will go over there. He will stay there and enquire into the matter for almost three months. He will see to it that the enquiry is completed. After the enquiry is over, he will come back.

He is the additional Director who will be in-charge of this. He will be supervising as to whether things are going properly or any lacuna is left.

I cannot possibly reply to all the points which the Hon. Members have enquired into. One Hon. Member has asked the question, why he was brought to the bun-

galow. In fact, the reason is, a number of things were unearthed. It was only in the vicinity that a large number of very high frequency transmitter sets were seized.

Huge amount of petrol was also seized exposing huge quantities. They were also unearthed from that area and, that is why, he was brought by helicopters to that place. That is the only explanation that I have from the Officers.

I do not think that I can refer to any other point.

I tried to get the information from one of the SPs who came there but somehow I could not succeed.

13.35 hrs.

The Lok Sabha then adjourned for Lunch till thirtyfive minutes past Fourteen of the clock.

14.39 hrs.

The Lok Sabha re-assembled after Lunch at thirty-nine minutes past Fourteen of the Clock.

(Shri Sharad Dighe in the Chair)

THE BUDGET (GENERAL) 1991-92—

GENERAL DISCUSSION—Contd.

[English]

MR. CHAIRMAN : The House will now take up further General Discussion on the Budget.

Prof. K. V. Thomas to continue.

PROF. K. V. THOMAS (Ernakulam) : Sir, I now come to our **Public Sector**. There are 248 Public Sector companies in this country where a sum of Rs. One-lakh-three-thousand crores are invested. Out of these 248 public sector companies, only 20 are profit making companies; 98 companies have implicit losses; 101 companies have got explicit losses; and 29 companies are running on a no-profit-no-loss basis. After making such a huge in-

vestment in the public sector, if you look at the profit and loss, the aggregate annual profit of the profit-making enterprises is Rs. 5000 crores while the aggregate loss of the loss-making enterprises is Rs. 1,500 crores, that is, the net profit from 248 public undertakings is only Rs. 3,500 crores which is just 3.5 per cent of the profit. For running this, either the public sector company or the Government have to issue bonds where the percentage of interest is 11. And if these companies are taking financial aid from the bank, the percentage of interest that has to be given to the bank is 17 to 18. This is the scenario.

I would like to take, for example, the coal industry. Before the coal sector was nationalised, the total investment in this sector was of Rs. 47 crores. It employed half a million workers. Its aggregate production was 78 million tonnes and the cost per tonne was Rs. 37.05. After nationalisation, Rs. 6000 crores were invested. Even though the production has doubled the price of coal has gone from Rs. 47.50 to Rs. 238 per tonne. I am pointing out the state of one central public undertakings.

Coming to the State sectors, the accounts of nearly 50 per cent of the state level enterprises have not been audited for the last five years, and the State Governments do not know what is their actual financial position. When we want to save the public sector, we have to go in depth into their problems. Now, at present, the public sectors are the sum total of mismanagement, inefficiency, inadequate quality, wastage of resources, lack of productivity and irresponsibility towards the public and the Government. What are the reasons ? In this country, a politician can become a MLA, an MP, a Minister or even a Prime Minister. But what do we do of those people who either lose the elections or who do not get the tickets ? They are made the chairman of the public sector companies. And what is their efficiency to run these public sector undertakings, you have to think about it. We, the politicians have got a particular category of

people who can speak on any subject. I know a story of a Chief Minister of a State who was asked to address a national seminar on a scientific subject. The time given was 25 minutes. When the Chief Minister inaugurated the seminar and made his speech, he found that the time he had taken was double than what was prescribed. After the speech, he was angry with his private secretary and asked him why the time taken was double than what was prescribed. He said, "you have read both the original and the duplicate copy."

This is the situation in this country. Look at our Public Sectors—80 of the Public Sector Undertakings have not got the C&MD—270 vacancies are still existing at the top level. With this attempt, how are we going to run our Public Sector? To take any decision, the Public Sector has to go through a number of stages. The position now is that as many as 84 approvals at various stages and at various levels have to be taken, before an enterprise can start actually operating. These include, approvals of capital expenditure, replacement of capital variations in capital expenditure, appointment of personnel, re-appointment on superannuation, formation of subsidy, foreign collaboration, borrowing, investment, distribution of profits and so on. So, with these restrictions, how the Chief Executive of a Public Sector company can run a Public Sector effectively. My request to the Government is, as the time has come now, that we should have an indepth study on the functioning of our Public Sector. I am not going much deeper into this.

Coming to education, in 1970, Central and State spending on education was 2.5 per cent of the GNP; in 1987 it was 3 per cent. While in our neighbouring country Thailand, it is 4.2 per cent of the GNP and in Malaysia, it is 8.5 per cent of the GNP. We have completely neglected our primary sector. In educational sector, two classes of students are coming now. One is ordinary people the children of the head-load workers and the children of the agricultural workers—who go to a neighbouring Government School. The second

2965 LSS/91—19.

class is the children of the affluent people who go to the Public Schools, like the Doon School. These two classes of students are going to create havoc in this country in the coming future.

I have one request to the hon. Finance Minister. There is a ban on the import of books. What is the cost for import of these books? It is just Rs. 25 crores and it is a peanut. But this Government has banned the import of books and as a result, very important technological books for engineering and medicine are not available in this country. So, I request the hon. Finance Minister to take a sympathetic attitude on this.

Sir, being a person coming from the fishermen community, I have got a special request to the Government. The fishermen living in the coastal regions of this country are one of the most backward sections of the Indian Society, living an extremely hazardous life, having to make a living by going into the sea. This community has not attracted the national attention so far. Economically, socially, educationally and in every other respect, they are in an extremely vulnerable position. Although they profess different faiths, the fishermen have their own distinct culture which they have preserved through centuries. Their sufferings, their myths, their primeval faith in the benevolence of mother sea are all parts of our great heritage. This heritage has to be preserved. The fishermen have to be helped. In this connection, I would like to point out that we have not made use of the enormous fishing potential and fishing process in this country. We have just made use of about 4 per cent of the total availability of the fish wealth as well as the fishing process. So the Government has to take a special interest to safeguard the interests of the fishermen community.

Before I conclude, I would like to bring to the notice of the hon. Finance Minister some of the proposals. There is a promise that a number of items will be implemented in the first hundred days of the Congress Government when it comes to power. One of the main items is to reduce the price of kerosene and diesel. There is a proposal to reduce the price of

kerosene by 10 per cent. The price of diesel has therefore to be reduced minimum by 10 per cent. The retail price of petrol has shot up by Rs. 2.72 per litre. In Trivandrum alone the petrol costs Rs. 16.07 per litre while in Cochin, in my constituency, where the Cochin Refinery produces petrol, it is Rs. 16.22 per litre. So I request the Government to have a rethinking on the escalation of the petrol price.

There is 20 per cent increase in cooking gas. You know now the cooking gas is not a commodity of the rich; it is used by and large by all. So my request to the Government is to reduce this 20 per cent increase in the cooking gas to 10 per cent.

The Finance Minister has made it very clear that there is no increase in the levy sugar sold through the public distribution system. But actually the price of sugar has gone up throughout the country. So the Government has to take a bold step so that at least through the public distribution system the sugar should be distributed at a reasonable price.

Coming to my State, I have got one or two points. Firstly, there is heavy flood, landslide and sea erosion during the recent monsoon in Kerala. The Kerala Government has sent an SOS to Delhi so that we can get adequate financial aid immediately. I request the Government to take immediate action in this matter.

Onam is one of the festivals in Kerala. We have requested for special quota of boiled rice, sugar and pamoline oil. I request the Government to make speedy implementation in this respect.

Always Kerala has been neglected by the Centre, whichever Government has come to power. This time also in the Budget the allotment to Kerala has been reduced compared to the last Budget. In the Central sector I will be able to point out that the Central investment in Kerala which was 3.27 per cent in 1974 has come down to a very low level of 1.84 per cent in 1984. This is the pathetic situation of

my State. To do justice to my State, I have got some suggestions.

We have sent a number of projects either connected with the Central Government investment or Central and State investments to Delhi and they are pending clearance. One is the expansion of FACT, HMT and HIL in my constituency. There is an acute power crisis in Kerala. Therefore we have requested for sanctioning of a Super Thermal Power Project at Kayamkulam. Even though Rs. 5 crores has been allotted by the NTPC, the Environment Ministry has created its own objections. Those objections have to be removed and this project has to be implemented very soon.

Similarly there are proposals for oil and gas fired thermal power projects at Kasargode, Vadakara, Brahmapura and Vypin. These projects have to be cleared immediately. Similarly the Pooyankutty Hydro Electric Project is a proposal pending before the Government of India for a long time. This should be cleared immediately.

One of the long cherished dreams of Kerala is to have a modern airport at Cochin; to modernise the Trivendrum airport and to give more facilities to the Calicut airport. So, these should be given special attention by the Government of India.

Before I conclude my speech, I would add this. As regard the National Waterway, I would say that the State of Kerala is rich in waterways. There had been a Bill for the declaration of Cochin-Trivendrum Section as a national waterway, which was introduced in the House in the Eighth Lok Sabha and which could not be passed. Therefore, I request that that Bill may again be introduced and passed.

With this request, I support the Budget.

[Translation]

SHRI CHANDRA JEET YADAV (Azamgarh) : Mr. Chairman, Sir, When Dr. Manmohan Singh was made the Union Finance Minister by the Prime Minister, people entertained hope that an experi-

ed person and an economist had been given the charge of Finance Ministry at a time when the country was passing through a great economic crisis and the Budget prepared by him would help, in a long way, in removing these constraints. But let me make it clear at the very outset that people have been greatly disappointed. I was hopeful that Dr. Singh will display his mettle as an expert in economics while presenting the Budget, but instead of that he has tried to portray himself as a political figure. At the very beginning he said that so long as the Congress Party was in power, the country and its economy enjoyed international trust, but the country lost its international credibility as soon as the Congress Party lost the elections and Shri V. P. Singh became the Prime Minister. The economy of the country was also shattered, he has added. The hon. Minister said that with the coming of the Janata Dal into power, the Congress (I) policy on running the State of Affairs of the country was fully changed and the whole economy of the country has fizzled out due to that reason. I am of the view that this statement is politically motivated and efforts have been made to hide the truth. The Government is trying to hide its shortcomings by closing its eyes from all sides. It is ignoring the hard realities.

Now, it is the call of the hour to make a self-retrospection. The Government is sticking to its old policies and taking its decision in the light of the same. This is the reason that the country has come to such a pass. Today, the Government through its Minister of Finance is conveying to world that India is an insolvent country. There is no strength in Indian economy. Today, India is begging alms with folded hands in the world for the sake of its existence. I feel that the way efforts are being made by the Minister of Finance to project India as a beggar country and to show to the world community that we are disintegrating and seeking succour from them, in contravention of all established policies, will have disastrous consequences. Not only the Minister of Finance, but the Congress Government as a whole has been, for last 60-70 years, going against the set system of our political, economical and social value and has not been doing anything

concrete to abridge the gap between different classes in the society and improve the standard of living of the poor in the country. It has been going against the path that was shown by Mahatma Gandhi and Jawaharlal Nehru during the freedom struggle and against the set policy these leaders had evolved after giving due thought to it. 15.00 hrs.

I am least hesitant to say that all these policies are being changed recklessly. In a way a beginning of reversal of entire socio-economic policy has been done in this Budget and it will have dire consequences. It is not so that Jawaharlalji did not have the idea that other countries of the world could make investment in our country. It is also not correct that he was not aware that Government should not run hotels and open restaurants in the public sector. Now, after a lapse of 40-42 years Ministers of this Government say that running hotels and restaurants is not Government's job. Now, they will also say that running factories is not the job of the Government. This fact becomes clear from Government's attitude of taking a negative stand in respect of the public sector and launching a campaign against it. There is no denying the fact that the public sector has also contributed its might in country's development. There was a time when no capitalist, either from within the country or from abroad, did venture to invest his capital in the steel sector, pharmaceutical sector and in big industries. At that time also efforts were being made by multinational companies and countries like the U.S.A. to see that India does not become self-reliant in matters of industrial development. They reared a hope that if India does not become self-reliant, it could become a big market for their products. I would like to remind that during the tenure of Pandit Jawaharlal Nehru, the country set up iron and steel factories, with Soviet collaboration at Bhilai, with German collaboration at Rourkella and with British collaboration at Durgapur. At that time we wanted that the U.S.A. should collaborate in setting up the steel plant at Bokaro. But the U.S.A. put a condition that steel plant at Bokaro should be developed in the private sector under some capitalist. Pandit

Nehru outrightly rejected this condition asserting that the U.S.A. cannot give orders. He emphatically said that the decision would be ours. He had said at that time that as an independent country, we will decide whether to entrust the work to the private sector or to the public sector. He categorically made it clear that, no matter whether the U.S.A. extends assistance to us or not, we are not prepared to take orders from them. With all humility Nehruji told Kennedy that we did not want to strain our relationship with the U.S.A. as such we withdraw our offer. We cannot obey their orders.

Today, an environment is being created to hold the public sector responsible for all drawbacks as if the public sector did not make any contribution in making the country self-reliant, in setting up of big industries and in the services of the country. I say that it is a very dangerous attitude and is an effort to change all basic policies without taking stock of its consequences. Doors of the country are being opened for the foreign capitalists. We cannot view this Budget in isolation. The Budget would consist of the New Industrial policy, the export-import policy, the statement of the Ministers, all taken together. Efforts are being made to make India a part of international open market, a part of the capitalist system.

The Congress Party undertakes various work in the name of Jawaharlal Nehru. Jawaharlal Nehru had categorically said that India would have mixed economy for country's development but the public sector would continue to maintain its supremacy. Ensuring development of the country is not our sole objective. At the same time we have to remove poverty, eradicate unemployment, ensure uplift of villages and abridge the social disparities. It is necessary because at the time of independence only 10 per cent people commanded ownership over 80 per cent land area and 80 per cent capital of the country. We have to free the poor, the industrious people, the farmers, the labourers, the villagers and people living in jhuggi clusters in cities, who were victims of all these injustices. It was, therefore, considered necessary to exercise con-

trol over our policies to some extent. We will decide the dimensions of our policy. It is necessary that the public sector should maintain its supremacy over the capital of the country. I agree that several weaknesses have entered into the public sector, in the course of time, due to bureaucracy and red-tapism.

Earning profit is not the sole objective of the public sector. While it should earn profit, it should also utilise its capacity and contribute to country's wealth. In case of setting up of a new industry, it may take 5-7 years for the industry to achieve full capacity utilisation and it should be given that much time to grow. If any weakness is seen in a public sector or expenses have gone up, it is due to red-tapism. We will curb it and increase the efficiency of the public sector. There has been a long standing demand from the labour class of the country to involve it in management. That demand will have to be fulfilled. The Government officials did not detect the weaknesses in the public sector, rather it is the labourers who pointed them out and suggested remedial measures. But the Government has not so far thought of involving the labourers in management.

I would like to warn this Government not to destroy the public sector in the country. The Government has decided to allow foreign capital participation in the country upto 51 per cent. It is a very dangerous decision. It will have three to four catastrophic consequences. The capitalists of the country have also made their contribution for the country's development. We cannot raise fingers at this patriotism. They will also be ruined as a result of Government's policy. Developed countries with their new technology, new economic force, and augmented strength, new organisation known as G-7 want to capture the entire economy of the world. They are industrially affluent and developed nations in the world. They evolve their own policies. Today the U.S.A. wants to give protection to some of its industries which apprehend threat from Japan. Today, each and every country of Europe wants to give more and more pro-

tection to its industries as compared to protection being given by other European countries to their industries. But our Government has totally opened the doors. It will lead to a catastrophe. Doors are being opened to the I.M.F. which has been trying to gain control over Indian economy for last several years. Pandit Jawaharlal Nehru and Indira Gandhi had rejected the I.M.F. proposal outright. Though Shri Rajiv Gandhi during his tenure, adopted some liberal attitude towards them yet he did not accept their proposal in toto. Something must have gone wrong somewhere or somewhere it was in excess of requirement, but he did not demolish the economy totally. But today, this Government has effected drastic changes in the policy.

The Government says that it had self confidence, on the basis of which they could form their Government. But where is that confidence now. Why is it looking in them. They approached Japan for loan but failed. Germany also rejected their request. They approached other countries of Europe which also rejected their appeal. Those countries put certain conditions and ultimately persuaded India to approach the I.M.F. and the World Bank which are exploiters. There should be no misgiving in this regard. The Government could win the confidence of these international banking institutions. This Government has brought the country to ridicule to such an extent which it had not to face during the last 42 years.

Even villagers say that it is a matter of shame for us that we are mortgaging our gold in other countries. If a person takes loan from a bank in the country, the bank does not ask him to mortgage all his assets, which would be taken over and put under the charge of an administrator appointed by the Bank. The person taking loan is fully confident that his property will remain in the bank as mortgage and without his permission the bank cannot dispose it off.

But this Government mortgaged our gold in the Bank of England and sold our gold to Bank of Switzerland. Talks are under-

way to sell gold to Japan. There can be no greater national shame than this Government's mortgaging gold in other countries. Today our country has been reduced to a beggar. Now what will be the fall out of the Budget? The day before yesterday some farmers of Meerut met me. With the presentation of the Budget price a bag of fertilizer has gone up by Rs. 40. The day before yesterday a gentleman met me at Lucknow and narrated his tale of woe. Prior to presentation of the Budget he used to pay Rs. 4 per trip to the rickshaw-puller for reaching medical college from a particular place. The rickshaw-puller demanded Rs. 8 for the same distance the next day after the Budget was presented. He pleaded that prices of petrol and every other thing had gone up. After this Budget the prices will rise by 20 per cent. The poor people and people belonging to middle classes will become the victims of this price rise. I challenge the Government's announcement that inflation will be checked after this Budget. Today, there is 15 per cent inflation and it cannot be brought under check after Budget. Prices of each and every commodity will go up. Our economy will be shattered. A sort of anarchy is going to take place in our economy. Labourers are being retrenched. Threats are being given to close down factories. We would not get imported goods. Prices of all commodities have increased. There will be retrenchment of labourers on a large scale. Secondly, the farmers who raised the prestige of the country and saved it from becoming beggar will be greatly disappointed. I remember, once the country had to face severe famine during Pandit Nehru's time. He made an appeal to all the countries of the world for supplying foodgrains as relief. A poster had been displayed on the wall of a church in Italy in which our hungry children with begging bowls were shown asking for alms. When this fact was brought to the notice of Panditji, the next day he made a statement that our children may die of starvation, but we cannot tolerate the insult to our country. The farmers made us self-reliant in foodgrains and raised the production to such a level that after meeting our domestic requirements that we are in a position to export a

number commodities. Had we continued to import large quantities of sugar and wheat, our freedom would have been in jeopardy. As such, making an abrupt out in subsidy on fertilizers and claiming to compensate the loss in some other way, is a great mistake on the part of the Government. The Hon. Minister of Finance is, perhaps, not aware that 70 per cent farmers in the country produce just enough foodgrains to meet their own requirement. If the prices of fertilizers are increased for them, they will resort to selling of their cereals. Even if prices of agricultural products are increased, that is not going to serve any purpose. That is why I say that this decision is against the interest of small farmers. There is no harm if the Government withdraws subsidy on fertilisers in the case of rich farmers, big farmers and the farmers having large holdings but when there is talk of energising public distribution system and creation of new category among farmers, if it is withdrawn in the case of small farmers and marginal farmers, it would mean additional burden on them and cause despair among them. I fear it would have adverse affect on the agricultural production in our country.

Similarly, the Government has brought all the airconditioned restaurants at par with the five star hotels. Most of our South Indian friends are sitting here. The restaurants in South India are well-known in the sense that a common man can get good meal in ordinary hotels. Some ordinary restaurants have some of their portions air-conditioned and the rest non-airconditioned. When it is intense heat, a family can sit inside the airconditioned portion but the Government has raised tax by 15 per cent. When the customers have to spend more money, they would prefer to go to the five-star hotels for for having meals and tea. Thus without, pondering over it, . . . (Interruptions) . . . The Hon. Minister of Tourism also supports us on this point. I am happy that some persons in the Congress Party also think honestly about it.

I was citing an example of lack of wisdom. Many such examples can be cited. I wish the Finance Minister was present

here. . . (Interruptions) . . . All right, the Minister of State is present. I would like to ask why has whisky not been taxed, why a tax on 'Bidi'? Thanks to the wisdom of the Government that it has found the poor, who smoke 'Bidi', having capacity to pay tax but it has not found the man consuming scotch whisky, to have capacity to pay tax.

[English]

SHRI A. CHARLES (Trivandrum) : We are caring for the health of poor persons also.

SHRI CHANDREJEET YADAV : When you are not caring for the health of the nation how can you take care of the health of the poor ?

[Translation]

I am citing some examples of their wisdom as to how does the Government work.

The Hon. Finance Minister may think over it seriously as year 1980 should be taken as watershed so far as the economic policy of this country is concerned because it was the beginning of down fall, wrong policies, arbitrary import, country's approach to the I.M.F. for loans. It did not begin in 1990 nor in the end of 1989 nor in the non-Congress Government period but all this began in the period when the Congress was in power. All these steps taken during their rule are the main reason for this crisis.

It may be seen how the imports were allowed in an arbitrary manner. Imports were to the tune of Rs. 19658 crore in 1985-86. I am not quoting figures for each year in order to save time. In just two years imports went up from Rs. 19000 crore to Rs. 28194 crore in 1988-89. In 1989-90 imports went up to Rs. 35412 crores, just double in one year. All this began in 1980.

I would like to point out one thing more. When our players were participating in the Asian Games which we organised here, the Congress Government was playing with

the economic policy of the country. They considered large scale import of colour TVs necessary. They also considered it necessary to collaborate with the foreign countries for washing machines and coffee-machines. All this happened due to relaxation in imports since 1980. Previously, the fiscal deficit used to be of the order of 6.9 per cent of GDP which began in 1980 but by 1990 that deficit of GDP rose by 8.9 per cent. These were the reasons of the ruin from where the fiscal deficit in our country began. Not only this, the non-developmental expenditure at the Centre and in states taken together rose by 20 per cent in 1990. How would the economy of this country bear the stress and how would the poverty be eradicated? The second thing I am going to point out should be listened patiently. It is not a matter of a party. I would like to ask where does our country stand even after 42 years of independence? It is right that for two or three years there had been the rule of the opposition parties in the country. So some of the wrong policies may be attributed to them. But is it not true even after the 42 years of freedom that 55 per cent people in the country have their monthly income below Rs. 400. And after the devaluation as well as the present budget it would be equivalent to Rs. 325 only. There are four crore educated unemployed youths in the country. The number of the total unemployed would come around 15 crore. If we add the number of uneducated unemployed to it, 580 lakh persons of this country are living in cities in jhuggis. The living condition there is not hidden. It is not a place for a human being to live in. But even then live in them. In the city like Delhi they do not get even dirty water to drink, leave aside basic amenities such as bathroom and toilet. A survey of houses fit to live in was conducted in the country. It found that one out of the five families in the country does not have one's own house. This is the situation after 42 years of the independence.

Only 36.23 per cent of the people in the country are educated. Even this percentage is only 29.65 in rural areas. The condition in villages is still worse. 24.82 per cent i.e. less than 25 per cent women are educated

in the country. Their percentage in rural areas is 17.96 only below 18 per cent what to talk of making them self-reliant and dignified. 15 per cent of the world's total population live in this great country and we produce only 1.5 per cent of the total production in the world. There is no provision in the Budget about the ways of raising the living standard of the people in the country. Today our country owes 80 billion dollar foreign debt. We are not able to repay even the interests thereon. Today, the L.M.F. has made this country surrender. They are advancing argument that it will raise our exports competition capacity and the value of our rupee in the world-market. All this did not take place during the one year Janata Dal rule, had it taken place at that time, we would have kept silence. But it is of no use to ignore the facts. In June 1980, the value of dollar used to be Rupees 7.85 and this was the exchange rate of a dollar but in June, 1991, the value of a dollar become Rs. 21. In this way, the value of rupee was reduced to 1/3. The downfall that began during those ten years continued. This is the result of their policies that we have arrived at this stage today. During the five year rule from 1980 to 84, which is much boasterd of, the agriculture production remained stagnant. Then it showed upward trend only during the last two years.

Sir, I would like to point out that the foreign debt has reduced our country to ruination. Let us have a look at the foreign debt position since 1980, the period which is much boasted of. In the year 1983-84 the total foreign debt was Rs. 27.643 crore. It went up to Rs. 54.609 crore in 1987-88, again it went up to Rs. 68,831 crore in 1988-89, and in 1989-90 before the Janata Dal assumed its office, it rose from Rs. 27,000 crores in 1980-89-90 to Rs. 80.132 crore, i.e. an increase of 350 per cent in this decade which is claimed to be golden decade of the Congress rule. It is said by them that this country was making remendous progress during that decade.

Sir, in fact, the economic crisis is not go serious today as is the crisis of the fiscal deficit.

Government's policies are wrong. Its priorities are wrong. It has imported a number of useless things. It has not been able to raise export. It could not check red-tapism. As a result of all this, the debt burden on the country went on increasing without any valid reason. Increased debt burden has brought the country to such a pass that the country's economic condition has become very critical. In order to deal with this situation the Government wants to evolve a national consensus on the issue. The Government expects cooperation from all quarters terming the economic crisis as a national crisis.

Sir, national consensus cannot be arrived in the manner. Nation consensus should not mean that the Government will take every action arbitrarily. Whether it is the case of taking loans, preparing Budget, imposing taxes or opening doors for the capitalists and then seek co-operation or consensus from all quarters to save the country. If the Government wants consensus in the real sense of the term, it should seek consensus not only from politicians or for that matter from the parties above, rather it should seek consensus from the industrialists, Trade Unions, Traders and also the consumers. It wants consensus, let it invite the political parties, intellectuals, sit across the table and try to find out a solution to the problem.

Sir, I am of the view that the biggest lacunae in this country's Budget is that there is a big disparity between the rural people and the urbanites. Even today the villages continue to be backward. Villagers are poor. There are no roads. They have no drinking water. There is no schools for their children. Today, if the school building collapses in a village, there are no funds to underake its repair. There is no electricity. Nobody is concerned about the health of the villagers. Basic amenities of life are not available to the villagers. All these facilities are not available to the villagers even after 42 years of our independence. This is the shortcoming of the Budget and shortcoming of the Government's policies.

Sir, all the policies of the country are being framed keeping in view the requirements of only 15-20 per cent people. They require Maruti cars, Colour Television sets, washing machines, Coffee machines and a host of other luxury items. The country has been made bankrupt by fulfilling the demands of these affluent people. That is why the country is experiencing paucity of foreign exchange. The Government frames all its policies for these affluence people. This attitude of the Government will have to be changed. The Government should change its style of functioning. The Government should see as to where the real India lives. Real India lives in the villages. Gandhiji once said "India lives in villages". Some other luminaries also expressed the same view. In pursuance of the above policy, the Government should chalk out its plan of action in that direction and it should develop its fascination towards the villages only.

Sir, I am of the view that there are certain things which the Government should take up on priority basis. I shall conclude after making a submission in this regard.

Firstly, the Government should consider seriously the employment guarantee scheme. If the States like Maharashtra, Kerala and West Bengal with their limited resources can do it. (*Interruptions*)

I am talking of them only. Their Governments are in power in Maharashtra and Kerala. That is why I say that the Central Government should consider the employment guarantee scheme seriously. A national policy should be evolved for this purpose. It should be treated as national policy on employment. Today, youths are very vigilant. They have self-respect in them. They are not prepared to lead a poor man's life. They will also not take the path of revolt. If this aspect is not taken proper care, there will be instability in the country and there will be a problem of law and order. That is why I say that in order to give guarantee of employment, the Government should think in terms of framing a national policy on employment

and implement employment guarantee scheme. I understand that a major portion of our resources will be spent on providing employment, but it is inevitable.

Mr. Chairman, Sir, all our priorities should be re-scheduled. We must determine our priorities in the country. What are our needs? Do our needs consist of importing luxury goods or we should fix our priorities on developing our basic industries or mobilising resources for the poor? There is a need to consider it very seriously.

Thirdly, the imbalance between urban and rural areas is widening continuously. The Government should take appropriate measures to remove this imbalance. Today, there are 70 per cent marginal farmers in the country. They must continue to get subsidy on fertilisers at the rate obtaining prior to presentation of the Budget. The farmers cannot purchase fertilisers at the enhanced rate of Rs. 40 more per bag of fertiliser.

Sir, taxes levied on restaurants and A.C. should be withdrawn. Let the tax on Five Star Hotels be retained, but taxes on A. C. in restaurants should be withdrawn. I also make a demand from the Government to give a second thought to increase in the price of sugar. Relief should be given to poor people and people belonging to low income groups who draw sugar on ration cards. Even people who are drawing a salary of Rs. 3,000, Rs. 4,000 and Rs. 5,000 will fall victims of this inflation. The Government should consider it and give some relief to them.

Sir, the Government is confident that social and economic progress in the country could be brought by the bureaucrats. There is no doubt about the fact that our country's bureaucracy has produced very able administrators, but the basic character of our bureaucracy is elitist. It is influenced by the elite class and their ideology. This elite class never made any contribution to the economic or social development of the country. Rather it has caused obstructions. When the question of involving the poor people in the governance of the

country is being raised, the basic feature of the bureaucracy will have to be changed. The bureaucracy, as in the case of other countries of the world, is a very important organ of the administration. The reservation is a very effective instrument which has been included in their manifesto by the Congress Party. They have included the reservation policy, the Mandal Commission, providing reservation to other classes and to the minorities. As such the Government should evolve a policy on reservation issue through which they can with the confidence of the people, ensure their involvement in the implementation of the said policy and really feel concerned for the agonies of people. Unless this is done, no change can come in this country. In order to achieve something concrete in this regard, the Government should take effective measures.

Sir, I like to submit one more thing. Since he has great regard for Shri Rajiv Gandhi, I do not think that the Hon. Minister has not set a good precedent by dedicating the entire Budget to Shri Gandhi. In the name of Shri Rajiv Gandhi he has opened the doors of the country for the I.M.F. and foreign capitalists. He has withdrawn the subsidy on fertilisers and levied various taxes on the poor people. He can do anything and everything. He can barter country's self respect, mortgage country's good and dedicate the Budget to the memory of Shri Rajiv Gandhi. I feel that this action on the part of the Hon. Minister of Finance is honestly speaking, not going to benefit his party also. The Government takes all measures, but it is not at all proper to dedicate the Budget to Shri Rajiv Gandhi.

Similarly, before constituting the Trust, the Government should have taken Parliament into confidence. They talking of national consensus. When the Government invited Shri Indrajit Gupta, Shri Somnath Chatterjee, Shri Ram Vilas Paswan, Shri V. P. Singh to a meeting on Budget, they should have taken them in confidence about constituting the Trust. There was no question of leakage of the Budget in it. It should have taken other parties also into confidence. Neither it took the parties

nor Parliament into confidence and made a provision of Rs. 100 crore to be allocated @ Rs. 20 crore every year in a span of five years.

AN HON. MEMBER : How are you criticising ?

SHRI CHANDRA JEET YADAV : I am not criticising. I am drawing attention towards a point. Please listen patiently.

15.35 hrs.

[*Shri P. M. Sayeed in the Chair*]

MR. CHAIRMAN : Hon. Member, you have taken too much time. Now you may please conclude.

SHRI CHANDRA JEET YADAV : Sir, I am just concluding. You can imagine about Government's approach and ideology from what is said there is paragraph 51 :

"Our Party is committed to the upliftment of backward classes and we had promised to take some effective steps within 100 days of coming into power. Therefore, we are constituting a corporation for the upliftment of backward classes."

Rupees one crore have been allocated for Rajiv Gandhi Foundation but no provision has been made for the Corporation set up for 32 percent people of the country, only an announcement to that effect has been made. This shows Government's approach towards the problems of the poor and the downtrodden people of the country. (*Interruptions*)

SHRI SOMNATH CHATTARJEE : Rupees one thousand have been allocated for a new rail line.... (*Interruptions*) .

SHRI CHANDRA JEET YADAV : They think a train can be made with this much amount (*Interruptions*). We should think seriously as to what is the position of our country after 42 years of independence. We are passing through a crucial phase. The people of the Country have not given clear cut mandate to any party for the third time. This Country is facing political crisis as well as political instability. The Country will dis-integrate

further if party politics is continued. Some problems immediately need serious consideration. I am of the opinion that all the policies should be reviewed. Priorities should be determined afresh. Government should take some effective steps for the upliftment of poor and removing unemployment amongst youth. The gap between urban and rural people has widened. Steps should be taken to bridge this gap, instill confidence among the people of the country. This was Nehruvian Model. You were also associated with our movement. We struggled hard to build a Socialist pattern of society in India. India was the leader of New International Economic order in the world and we continued to struggle hard. Now we want to be an integral part of global economy. We also want to become a part of international Capitalism and want to follow the path shown by the developed countries. Now we have drifted from Nehruvian Model to Manmohan Singh's model. This is beginning of a dangerous model. With these words I oppose this budget and hope that Government will reconsider its wrong policies outlined in the budget and bring about improvement therein.

[*English*]

DR. DEVI PROSAD PAI (Calcutta-North-West) : I rise to support the Budget and I commend the Finance Minister for performing a bold and a difficult task in formulating the present budgetary policy.

A budget is not merely an income and expenditure account. It has to formulate certain economic philosophy on the basis of the programme of socio-economic objectives which the Government in power has to formulate and implement in terms of the election manifesto on the basis of which it has gone to the people and taken their verdict. If, therefore, the Finance Minister has referred to the Congress manifesto, it does not cause any concern from the opposition. I have heard the BJP leader, Mr. Jaswant Singh, saying why the Finance Minister is referring to the election manifesto so repeatedly.

He has to because the budgetary policy has to implement the programme, the promise that the Government in power has

given to the people and for which the people have given the present government the verdict. The budgetary policy cannot be understood in isolation from the past. We have inherited a legacy which has been given to us as a result of the mismanagement in the economic sphere by the earlier two Governments. Never has a country seen such an economic impasse, never has the country seen such an economic Bankruptcy in ruining the entire economy of the country, as we have seen in the last 15 months. Our balance of payment position has been at such a critical stage that our exports are much less than our imports. Our foreign exchange reserves are not sufficient to be utilised for a month's repayment to the foreign countries. As a result of the increase of petroleum prices, which twice the earlier Government had done, the import on the price level has been serious. Never in the history of the Congress rule the inflation has reached to such a two-digit figure. When the Janata Government came in 1977 and when they came again in 1989 that inflationary spiral was further increased. Such a type of soaring inflation was never witnessed by the country earlier. The economic situation was so grim that our credibility in the international money market was low. Our rupee value in the international world has deteriorated. Is it possible to have an unrealistic picture of the value of the rupee which has already been eroded as a result of the economic policy of the earlier governments? In that event what face would you show before international world. Do you go to them for borrowing or for trading and commerce? So, the rupee has been brought in harmony, in conformity with the international price of the rupee. It has not been devalued in that sense because what was the value of the rupee became artificial with the erosion it does not represent the correct value in terms of the foreign exchange currency of the other countries. Therefore, the Finance Minister has to take a realistic appraisal, a realistic picture of bringing the external value of the rupee in conformity with, in keeping with the prices in terms of the foreign exchange of the country. It is true, as a result of the devaluation, the country will have to face rise in prices. But there was no other alternative for the

Government. The Opposition should remember that during the earlier Governments for the last fifteen months, there has been a distortion of the fiscal balance, the balance of payment position had been completely upset. Our foreign exchange reserve has been dwindled almost to an alarming extent and in such a situation, we cannot face the international market. Therefore, the rupee has to be devalued. It was a sense of economic reality which the Government had to face.

Now let me talk about the budgetary policy. As the Hon. Finance Minister has rightly pointed out in the press statement, after the Budget was presented to the House, he had three-fold objective—the first objective was to have an adjustment of the human face. The second objective was the economic growth and the third was to check the inflationary spiral which has engulfed the entire economy as a whole. Now we have to see the budgetary policy from that angle. We have to see that there was no other alternative but for introducing tight and strong measure to tide over micro-economic imbalances. People expected that the rates of tax might be much higher, as a result of the stringent economic situation prevailing in the country. But the Finance Minister has tried to manage the budgetary policy in such a way that the common man's pocket, in the field of direct taxes, has not been touched more than it was earlier. The rate of tax for the individual tax payer has remained unchanged. So also the rate of wealth tax has remained unchanged for the individuals. It is one of the boldest steps which the Finance Minister has taken by reversing the policy of direct taxes versus indirect taxes. It had always been the consistent trend to rely more upon the indirect taxes. Now the indirect taxes are to be realised from the common man, if they are to be productive. The necessities of life had to be subjected to indirect taxes. The Finance Minister has tried to avoid increasing the imposition of the indirect taxes on the essential necessities of life excepting on one or two items. I request him to have a re-look into the matter. But he has focused more upon the direct taxes. This is a healthy trend because if the financial management has to be made, more resources are

to be tapped and more resources are to be realised from the imposition of direct taxes by which the richer sections of the people will be affected.

What the Finance Minister has done is to increase the corporate rate of tax from 40 per cent to 45 per cent in the case of public companies and 45 per cent to 50 per cent in the case of closely held companies. Although there has been quite a lot of comment and criticism that if the economic growth is to be sustained or if the economic growth is to be encouraged, then the corporate sector should not have been taxed at an increasing rate. But the surcharge on the corporate sector of 15 per cent has remained unchanged. The Finance Minister had no other alternative but to rely upon the direct taxes if the people are to suffer less. But at the same time he had tried that the entire outlay should be utilised more heavily for the rural sections of the people. That is why we find in the Budget, a substantial amount of expenditure being allotted to rural welfare, to provide for rural water supply, for rural development, social welfare and education for the common man in the villages. That is consistent with the economic programme that our Party has mentioned in the manifesto.

We have no other alternative but to reduce our deficit Budget. A comment has been made that when we have taken the loan from the International Monetary Fund, we should not have succumbed to the conditionalities. There has been no suggestion that the conditionalities of the International Monetary Fund had been succumbed to. Why should we forget that the earlier two Governments took quite a substantial amount of loan from the International Monetary Fund, sometime in July, 1990 and in the first part of 1991?

The result is that instead of improving the debt position, our balance of payments have further dwindled because the Government did not pursue at that time proper export policy and proper import policy and, therefore, in spite of two heavy doses of loan taken by the earlier two governments in July 1990 and January 1991, the economic position has become far more

dismal. What have we done after taking the loan from the International Monetary Fund? We have started reducing our debts. Is it something wrong? Our revenue receipts fall short of our revenue expenditure with the result that even during the earlier two governments 8 per cent of the GDP was the deficit in the field of revenue receipts in relation to the revenue expenditure. Even during the earlier Congress regimes this deficit did not exceed 4 per cent of the GDP. Now by one stroke the earlier two governments increased it to 8 per cent of the GDP. And if our revenue receipts fall short of our revenue expenditure, then necessarily we have to depend upon borrowing either from internal market or from the international market. So, I should commend the Finance Minister for exercising a real budgetary policy by reducing the deficit of the revenue over the expenditure to 6.5 per cent. Earlier it was 8.4 per cent and now it has been reduced to 6.5 per cent as a result of the budgetary exercise without any effect upon the economic growth and development of the country. Our capital expenditure has been no doubt reduced, but I should have thought that the capital expenditure would have been reduced less than the revenue expenditure. The non-plan expenditure has been increased by more than 8 per cent. I would request the Finance Minister to have a look into the matter because if we are to budget and balance our revenue receipts and revenue expenditure, there should be a greater cut upon the revenue expenditure because capital expenditure will ultimately lead to economic growth and development of the country. In reducing the revenue expenditure I submit that the Finance Minister has done a very excellent job because there has been always a persistent demand that the Government expenditure should be reduced to some reasonable extent. Uneconomic revenue expenditure indulged in by the governments in the past and also expenditure for populist measures in order to catch the votes only for the ensuing election have resulted in such high prices and economic maladjustments. This has led only to further borrowings with the result that the country had come to such a state of economic col-

lapse. It is because of this reason, the Finance Minister has taken steps to see that in every department of the Government the expenditure is reduced to a certain reasonable level. He had also withdrawn some of the subsidies because they are no longer necessary. Having regard to the policy of devaluation which had already been announced, the export industry will get their boost as a result of the fall in the external value of the rupee and the exporters will earn much more in the international market by exporting the same goods having regard to the devaluation of the rupee.

16.00 hrs.

But, at the same time we have saved thereby an amount of Rs. 2,100 crores by way of export subsidy, although in certain spheres the subsidy has to be retained to a certain limited extent like industries on a priority basis. But import cuts have to be made, because if we cannot reduce our imports, then ultimately it will affect the balance of payment position. When there has been a devaluation, the prices of goods will be much more costly which are to be imported. It has been announced in the Budget that the petroleum prices will be increased by more than 20 per cent. The fertiliser subsidy has been withdrawn and reduced to a certain extent. The cost of the fertiliser will be at least 40 per cent more now. We have got to withdraw some of these subsidies. Otherwise, out of the Government expenditure, annually the subsidies amount to more than Rs. 12,000 to Rs. 14,000 crores. Therefore, when the Finance Minister has withdrawn the subsidy in some of the spheres and increased the import cost by imposing import duty, he has done it on luxury goods like air-conditioners, refrigerators and electronic goods. Of course, sugar does not come under luxury goods having regard to the consumption of the common people. Therefore, I request the Finance Minister to have a rethinking and a relook into the matter. Undoubtedly, air-conditioners are used by the affluent people. All I want to say is, if the air-conditioners are used only by the

affluent and richer sections of the people, then we have no right to enjoy the air-conditioner in this House. We have no right to enjoy the air-conditioning facility when we represent the common people. Why are the Government Officers and the big bosses allowed to enjoy this facility when the common man in the country does not have that luxury? The common man cannot even dream of it. So, I would request the Finance Minister to have a relook into the matter. When we are trying to say that the air-conditioner is a luxury item enjoyed by the richer sections of the people, why should this facility be given to the Government Officers even of a moderate level? Now, these expenditures have increased. No doubt, as a result of it, the import cost will be higher. But the common man's pocket has not been touched. Otherwise, normally import duties and excise duties are levied on direct necessities of life. To a great extent, this has been avoided.

Sir, one important thing which the Finance Minister has tried to introduce is this. The rate of tax is assured that it would be reviewed and a lower rate of tax can be considered, if there is a better tax compliance by the people. The rate of taxation depends upon, to a certain extent, the tax compliance or the response that the tax payer gives to the budgetary policy.

Sir, he has introduced three important measures. We shall have to discuss these things while we discuss the Finance Bill. One of the measures he has introduced is, to have a National Housing Bank where, if the people deposit their undisclosed money, they will be allowed to withdraw 60 per cent of their deposits and 40 per cent will be taken by the Government for utilisation in slum clearance, low cost housing etc. The object is laudable, no doubt, consistent with the programme that we have proclaimed in our manifesto. But, the question is, whether there will be an adequate response from the people who have to disclose their unaccounted money.

It had been experienced in 1975 when the Voluntary Disclosure Scheme was announced, when the Bearer Bonds scheme

was introduced sometime in 1980-81, adequate response for the disclosure of unaccounted income had not come. The people who were having unaccounted money have not disclosed their unaccounted income. So, a more practical measure should have been considered because in the present proposal, 40 per cent of the undisclosed amount is taken by the Government. Will there be adequate response or not? We have got to consider the practical possibility.

The Finance Minister has also announced that the people can approach the Commissioner for Settlement for their undisclosed income under Section 275A of the Income-tax Act provided they have made *bona fide* disclosure, provided they have cooperated with the Government. But the Commissioner has got the discretion either to reduce or waive the penalty or to suggest prosecution. If the Commissioner has got the discretion, I would like to know whether the people will come forward with undisclosed money. I will request the Finance Minister to consider the practical possibility of this proposal.

The Finance Minister has also suggested that the Commissioner of income tax will not be allowed to make any objection and the people can come with their undisclosed money at any time for settlement. But the point is, there is no certainty of the settlement of their undisclosed income. The Finance Minister may kindly consider the practical possibility of whatever the proposals that have been introduced during the Budget speech.

He has also introduced a measure for the Non-resident Indians to keep their money with the Indian rupee and they are to remit the money to the country. Even if they make a gift, it will not be probed into. But this may result in havalas transactions leading to greater tax evasion in the country.

Consistent with the trade policy and also with the industrial policy announced recently in the House, the Finance Minister has to formulate a fiscal policy for better

economic growth. The economic growth can be made only by joint efforts of both the public sector and the private sector. The performance of the public sector in these days has been very alarming. The public sector units run mostly into huge amount of losses. So, the question is how to revive the public sector units. We are not certainly inclined to denationalise the industry or denationalise banks or other institutions. That has never been our policy. There has been a continuity in our system. But the question is, how to get better performance from these institutions.

I would request the Finance Minister to consider one proposal. There are certain public sector undertakings like Hindustan Machine Tools and various other units numbering more than thirty. If 51 per cent of the shares are retained by the Government in order to have full control over the management and the affairs of the company and 49 per cent of shares are thrown open to the public, the Government will have the revenue of more than Rs. 15,000 crores to Rs. 20,000 crores, without Government surrendering its full economic control. That has been the experience in many other countries also. It will also lead to better financial management because the participation of the private sector will be there. It will lead the Government company to better management, more efficiency and at the same time, the Government will not lose any of its economic control, economic supervision. The question whether it is holding 51 per cent shares or 99 per cent shares, the Government will have the same amount of control. I request the Finance Minister to consider it.

It is true that we have to liberalise our import policy.

An expert committee like the Wanchoo Committee presided by the former Chief Justice of India has recommended that much of the economic malaise is generated by artificial controls and artificial licensing policies and, therefore, undoubtedly in major sectors of high priority schemes, the Finance Minister has retained the licensing policy but there is nothing wrong in

liberalising this licensing policy so that the private sector without any inhibition or restriction of the bureaucratic administration, can carry on their policy of economic programme and that has been a healthy feature consistent with our proclaimed trade policy and our proclaimed industrial policy. But at the same time when greater reliance is placed upon the development of the private sector, the Finance Minister should have given more thought to develop the economic growth of the private sector. He has withdrawn the depreciation which was at 33-1/3 per cent to 25 per cent. Even earlier, the normal rate of depreciation was 10 per cent. It increased to 15 per cent and double shift depreciation amounted to 30 per cent. So, 30 per cent was the normal rate of depreciation in industry which normally works double shift or treble shift. Unfortunately, this rate of depreciation was changed in 1987 on a block basis. How would you reduce this depreciation from 33-1/3 per cent to 25 per cent without any allowance for double shift or treble shift? Depreciation generates internal flow of capital. If depreciation generates internal flow of capital, then the replacement costs of the plant and machinery will be much higher after six years or eight years. Instead of allowing a larger depreciation, if it is reduced, then it will retard internal generation of capital. The Finance Minister has done well in inviting foreign capital to this country in 34 important sectors. But the equity capital can come only up to 51 per cent of the total shareholdings. I would request the Finance Minister to consider this proposal because if the foreign equity capital comes by way of 51 per cent, then the dividend on this capital has to be paid. The dividend will be much more than the normal rate of interest of borrowing. The plant and machinery has to be imported. Technical know-how has to be imported for industrial development. If that is so, then the cost of repatriation of dividend to the foreign country, the cost of paying high royalty to the foreign countries, will be much more than the cost of borrowing capital from the international market. Therefore, we should think of imposing restrictions upon foreign equity capital which

may be invited to this country for industrial development and that such remittance of dividends, and royalties, can be made only out of foreign exchange earnings that they might make and it should not be allowed as a drainage upon our foreign exchange earnings.

This Budget undoubtedly has made certain significant departures in the sense it has relied more upon direct taxes, in the sense it has been bold enough to have reduced deficit budgeting. It has been bold enough that it has also tapped the economic resources of the country by liberalising the import policy by giving encouragement to private sector and also streamlining administrative management of the public sector undertakings.

In that sense, there is undoubtedly a change. But the Hon. Member from the Opposition Shri Jaswant Singh quoted the Prime Minister and said that the Hon. Prime Minister said there has been change with continuity. He was surprised how the two can go together. We do believe in democratic socialism. We cannot have a complete break from the past. Some countries believe in such extreme theories of totalitarian control. They might restrict the doors of free trade and also free flow of ideas. The experience of those countries today has now opened the lessons for all the countries in the world that unless you believe in free flow of ideas, free flow of thoughts then the result will be as disastrous as in those countries. So, we have continuity. But we will not have a complete break from the past. Our policy of Non-Alignment, our policy of mixed economy has already been announced by Pandit Jawaharlal Nehru and we are following that policy. We are following a policy of mixed economy. The Private Sector has to grow. But at the same time, the Public Sector also, in important fields, has to be given its due place in the country. There must be a change. But we cannot continue to follow the same pattern of economic development for all times to come. If society grows, there must be changes. There must be accommodation to the growth and changes of life. That is why

when the Hon. Prime Minister said that there must be change with continuity, there was nothing wrong and there was nothing to be surprised about it.

Sir, the Hon. Member of the Opposition Shri Jawant Singh has said that the Finance Minister should have been an Economic Advisor rather than the Finance Minister of this country. I should only remind him that this Budget shows not only his economic realism but it is matched with a political insight and the political pragmatism. The Budget is a compromise, a balance between the problems of economic growth and the problems of economic justice.

MR. CHAIRMAN : Dr. Pal, now please wind up.

DR. DEVI PRASOD PAL : I will take only one minute. Therefore, I would say the Finance Minister, as Shri Jaswant Singh has pointed out, is a great economist. He is an economic theoretician. Therefore, he could not be a statesman or a Finance Minister. I would only close my submission with the saying, with that until philosophers are kings and kings become philosophers, the cities will have no rest. Therefore, it is in the fitness of things that the Finance Minister, being an economic expert and economic realist, has taken the charge in this Budget to present the Budget before the people. I commend it and I thank him for the great thrust he has made in balancing the Budget, for having a balance between the economic growth and economic justice.

SHRI NIRMAL KANTI CHATTERJEE (Dum Dum) : Mr. Chairman, Sir, I rise to oppose the like-minded approach of the Congress and the BJP in this Budget. You will appreciate, Sir, that it is a time-consuming job though I must thank the Parliamentary Affairs Minister that he has agreed to provide at least half-an-hour, up to 45 minutes of their time so that the discussion on the Budget can be an all-sided one. They have agreed. But I must confess my unhappiness because the Hon. Finance Minister is unable to be present right now, perhaps he is in the other House... (*Interruptions*). He is there. I am unhappy because I wanted to pay my tributes to the

Finance Minister and therefore I wanted him to be here.

MR. CHAIRMAN : That will be conveyed.

SHRI NIRMAL KANTI CHATTERJEE : All right, Sir.

SHRI SOMNATH CHATTERJEE (Bolpur) : Will that be conveyed by the Steel Minister ?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV) : Yes. (*Interruptions*).

SHRI NIRMAL KANTI CHATTERJEE : From the President's Address to the periodic peroration of the Prime Minister and interventions in the House, we learn that the central theme of all our activities—ours is a Government activity now—is of continuity with change.

Well, this Budget cannot escape the continuity with change. I consider this Budget to be of the Government of India's, which is in continuity prepared with the aid of the International Monetary Fund. That, perhaps, is a change for imperial capital and monopoly capital in India which is both a continuity and a change. I will try to establish and try to persuade, if it is possible to persuade the ruling party Members also because they are functioning under conditions of a minority rule. Why do we say so ? Even in the concepts, we find the impact of the IMF. But before I go into that, let me acknowledge the fact, as is being presented that we are in a deep crisis and the crisis has an interesting tie. When we became free, when we listened to the 'Tryst with Destiny', let us remember that we were not an indebted country. In fact, India had a sterling balance in the Bank of England. That was in 1947. And today the situation is much opposite. We are an indebted country. We fought against the British even though we were not indebted. We fought because we felt that coming in the name of trade and then investing capital in our country, although we were not indebted, we had been looted. The predecessors whom we always show our

gratitude by mentioning their names talked about this drain of Indian wealth. We also know very interestingly that the exchange mechanism also was a mechanism which was utilised for this drainage. Some of them may remember the famous controversy of rupee being valued at one shilling and six pence or one shilling and four pence. That controversy divided our countrymen and that was the first controversy indicating that the exchange rate of rupee was also being used as a loot of the country. This is just to have things in perspective.

But after that, why do I say that IMF is taking now. Today, IMF just opens the door. They impose the IMF's conditions. They want India to open its womb to foreign capital. They want to take us back to pre-1947 days. That is why, I say that this Budget is for a return of imperial capital with much more vigour than in the past. I am a little puzzled. I do not want to mention those utterances of the Budget which are nothing else and which does not behove of Dr. Manmohan Singh.

But this is a kind of tribute extracted from him by the Congress Party for making him as Finance Minister. There is a twist to the logical approach in the Budget speech. Dr. Singh says that a 10 per cent cut in consumption expenditure has been proposed. I have the Congress manifesto which does not say so. He argues that this 10 per cent excludes the consumption expenditure of interest payments. He has been able to cut the residual consumption expenditure, excluding interest payments, to the extent of 10 per cent. I draw the attention of the House and the Congress Members, some of whom might have read their election manifesto, to point out whether this has been said. Dr. Singh knows it. He is forced into this kind of twisted logic as a price he has to pay. He had overlooked even the unintelligent economic statements of the election manifesto which again does not behove him. Shri Rajiv Gandhi was not an economic expert, but, his Advisors could have been. They do not know the distinction between a consumption expenditure and a development

expenditure. This is in the manifesto and do not ask me to quote it for I have it with me. The development expenditure can also be consumption expenditure. The contrast could have been the consumption expenditure and investment expenditure. Dr. Singh could have examined this and told them that this kind of unintelligence need not be demonstrated as a manifesto. I would have also overlooked the point of rolling back of prices in 100 days and a statement in the Budget that at least, it amounts to say, we are promising that the rate of growth in prices would not accelerate. This is the kind of promise that it says. The prices will rise but there will be no overlap. I ignore even this a kind of statement. As Shri Jaswant Singh has pointed out, it is rather difficult to ignore the contribution of Rs. 20 crores per annum to the Rajiv Trust. That is too much of a price that it pays; that is a price he is paying on behalf of the country. The objection is that the Government coffers ultimately belong to the country. The price need not have been paid in this form. At least we cannot neglect this; we cannot overlook this. I request the saner part of the Government—I do believe there is an intelligent component both in the party and in the Cabinet—to reconsider this proposal and either call it a Trust of the Government and continue it or deny that Rs. 20 crores per annum to the Trust. This is particularly tragic in view of a statement by Dr. Singh in the Budget that our income-tax provides many loopholes in terms of income escapement via Trusts—charitable and otherwise—and such loopholes have to be plucked. He is creating a new loophole. Therefore, it saddens me and it appears to me to be a little tragic also. My appeal goes to the Treasury Benches to the more intelligent, considerate component of them. I will illustrate how those concepts affect us and then I will come to the other questions. When have we all started hearing about the concept of fiscal deficit? Can anybody enlighten us? This is a concept thrown on us by the World Bank and the International Monetary Fund. I wanted Dr. Singh to be present because of this kind of assertions that I make. If we can control revenue deficit, if we can control budget deficit, we

could have fiscal deficit in order to strengthen our public sector. The problems are created not by fiscal deficits at all. The fiscal deficit depends on our total expenditure, that is our borrowing and our revenue receipts. If we have a revenue surplus, we can control inflation; if we have a budgetary surplus, that if we do not print money in the Reserve Bank of India, we can stop inflation; and if we have borrowing from the market in order to invest in the public sector, there is no inflation. Who goes to borrow money under the present system? Is it not the Tatas? Is it not the General Motors? They all borrow money and on the basis of the borrowed money, they prosper. That is the story of the Tatas; that is the story of the Birlas; that is the story of the multi-nationals all over the world. The International Monetary Fund tries to corrupt our intellects also. They want to mislead us; they want to emphasise that and I know that. I am not blaming them only. I failed to carry conviction not only with them, but also the two predecessor Governments. What should be attempted is this: controlling revenue deficit and to have a revenue surplus. I will suggest towards the end of my speech as to how it can be done. I will also suggest whether or not it is possible to avoid the budgetary deficit and I will suggest to have a larger fiscal deficits. I will try to illustrate how the IMF has influenced us in our Budget. Now, let us go to the other concepts. I just do not know and I feel a little bewildered. Are we really getting away from Nehru's ideas?—I have a difficulty. Please permit me to make this statement. When the Second Five Year Plan was being drafted, the Indian Statistical Institute was very much concerned. The expression used is interesting.—The draft of a Draft Plan—frame for the Second Plan was prepared there. Under the leadership of Professor Mohalobis, some of us were working there. From that time onwards, we were supporting the public sector. The Second Plan, one might remember, is a break-away from the First Plan.

But references are being made in search of paternity.

SHRI SAIFUDDIN CHOUDHURY (Katwa) : Dr. Singh has come.

SHRI NIRMAL KANTI CHATTERJEE: Should I start from the beginning, Dr. Singh?

Now-a-days, when we talk of privatisation,—I will come back to this part of the story—for some unknown reasons, the paternity is sought in USSR. It is said, "Look Gorbachev, one could go back; one could have sought paternity in either Mrs. Thatcher—though she is a woman—or President Reagan. But we can afford to be a little more patriotic."

SHRI A. CHARLES : Why is the Soviet Union also knocking the door of the IMF?

SHRI NIRMAL KANTI CHATTERJEE: You are right. But I am just asking you to be a little more patriotic. Let me say how.

MR. CHAIRMAN : Please address to the Chair.

SHRI NIRMAL KANTI CHATTERJEE: Even before the Independence, there was a plan. That plan was called Bombay plan. Do you know who the authors were? (Interruptions)

MR. CHAIRMAN : Mr. Nirmal Kanti Chatterjee, please address to the Chair.

SHRI NIRMAL KANTI CHATTERJEE: Sir, you allow me this kind of flexibility to turn my head sometimes. (Interruptions) Do you know about the authors of that Bombay plan? You know, it is also popularly known as Tata-Birla plan.

AN HON. MEMBER : It was a Nehru Plan.

SHRI NIRMAL KANTI CHATTERJEE: Permit me to educate him. The authors of the plan were Tatas, Birla—the doyen of Indian capital. Do you know what they proposed. Dr. Singh remembers. He certainly has read. I am reminding him. They

proposed a plan for 15 years. They discussed the question of ownership, control and management by the State. Do you know what their recommendation was : For 15 years, utmost control and wherever control does not succeed, total ownership. It was for 15 years only.

THE MINISTER OF FINANCE (SHRI MANMOHAN SINGH) : It was 15 years ago.

SHRI NIRMAL KANTI CHATTERJEE : Yes; I have referred to continuity and change. You were not there. So, what they said was that for 15 years, you have this; after that, privatise, hand over. They said : no public ownership, no control, not even management by the State after 15 years.

This 15 year period was the plan period. There is a continuity in today's approach. We need not refer to it. Let us take pride. It is all Indian, neither Thatcher nor Reagan nor Gorbachev. That is how I wanted you to be patriotic.

When the Second Five Year Plan came, the question of public sector commanding heights is very prominent. We remember that we all supported it. Various people supported for a variety of reasons. The reasons are known. The doyens who drafted the Bombay plan, supported it because they did not have enough resources to create an infrastructure within the country. To handle people, to get the support of the people, some called it a 'socialist' approach. We did not believe. All the same, we also supported public sector. Why ? We considered that to be the minimum and necessary condition in defence of our country's economic independence. We expected nothing else from that. We underlined the words that this is not sufficient to retain our economic independence or strengthen our economic independence because we have our own documents. We have our strategic documents. The Communists are famous for this kind of documents. We were talking since those days that if we are not listened to, if the alternative paths we are suggesting are not paid heed to, the

effort to develop even the public sector along the capitalist route will inevitably lead to strengthening of the private sector and surrendering to foreign capital.

SHRI MANMOHAN SINGH : What happened to those who followed your advice ?

SHRI NIRMAL KANTI CHATTERJEE : In India, you mean ? Dr. Singh was not there to follow our advice at that time. I am talking about India. I am not discussing either China or Soviet Union. I am discussing the history of India.

Now Sir, we predicted. Was the prediction wrong ? What did we say ? We said that the position of the public sector depended on the people of India. We said that given our situation, unless we are able to activate our people, unless we start from what we have, it will not be sufficient to strengthen our economic independence. What we meant was that there must be thoroughgoing land reforms. Without thoroughgoing land reforms, we cannot activate our peasantry and if we cannot activate our peasantry, we cannot have a growing market in the country. But we were not paid heed to. We tried in wilderness. We also said at that time, which was later picked up by the National Front Government, that we have to activate the working people in industries also. And it is out of all that, came the proposals of right to work being enshrined in the Constitution and workers participation in the management. At that time, we were not listened to. The transparency of economic activities over the years was increasingly crowded by introducing secrecy clauses for all banking and financial institutions. Sir, we were not listened to. And what has happened today is that we are very sceptical. We always said otherwise and in the course of development, what happened was public sector existed and private sector prospered. It was during that period, Sir, that 20 large houses almost fortified and the people below the poverty line grew. And what happened was that the market was shrinking after sometime.

Sir, are you sure that you have rung the bell ?

MR. CHAIRMAN : Yes. You have taken 20 minutes.

SHRI NIRMAL KANTI CHATTERJEE: They have given half-an-hour and I will consume some more time.

So, Sir, what happened was the market was shrinking and because of that, the private sector was allowed to exploit whatever market was there. The talk of intermediate technology, land reforms, etc. was given a go-by. This happened in 1980s. The market was that of one or two per cent of the population. Even Dr. Singh does not know as to how many pay income-tax in our country. There is a figure of tax assesseees which comes to 40 lakhs or 50 lakhs. But that is not the figure for tax payees. I think he knows about it. The earlier Government was not aware of it. Now Sir, assume that one crore of people pay taxes whose income is above Rs. 20,000 per annum. And assume that there are 18 crores of households and there is one tax payee in each household. I am making simplified assumptions. If that is the case, Sir, only 5 to 6 per cent of the population pay taxes. The private sector, when they faced a barrier: as land reforms were not met and because the country side did not provide them the market, went in search of satisfying and producing goods which these people can absorb. The name given to this by their youthful leader is 'modernisation'. This paralysing aberration called 'modernisation' seized the Government of India. And the import of capital goods was related to this

Nehru was fond of children. You know? Should I link it with that? Therefore, foreign capital and foreign technology had to be brought in to produce the most sophisticated toys available in the world! That was the kind of development. Why were they doing it? Dr. Singh knows it. We are having the latest kind of technology for shoes and toys. Children from 94 per cent of our total households cannot buy those toys. What they play with are little bits of bazra and jowar and not these sophisticated toys from abroad. Our whole approach is in this fashion. Even in terms

of agricultural research also, we went in for research in grapes and not guavas. Naturally, the whole direction changed. If the market is like a wall, we have to see as to how we can sidetrack it. In the Eighties, the approach 'continuity with change' means continuity in terms of profitability, in terms of strengthening the profit hunger of the private sector and change in terms of speeding up for this market. So, we began to produce motorcars, washing machines, dust cleaners, toys and shoes which are not owned by 95 per cent of our households.

This is the kind of thing that inevitably happened. Since we do not have the wherewithal and the technology to produce these things which satisfy the demands of the American citizen, technology had to be imported to produce this sort of things which can satisfy a very small section of the population. That is the story.

When the public sector was being liquidated gradually and when poverty was being intensified, a sort of division of labour was taking place. The public sector and the Government would take into account the poverty aspect of the population and the private sector would be satisfied with profit. This is the kind of division of labour. This is the meaning of Government's anti-poverty programmes. You sustain them and you keep them alive. You have them in order that they may be exploited you have them in numbers so that their real wages can be depressed and you can guarantee the profits. This is the background.

SHRI MANMOHAN SINGH: Can I ask you one question? In 1947, Garden Reach Workshop on this side of the Suez was the pride of Asia. What is its state today?

(Interruptions).

SHRI SOMNATH CHATTERJEE : Please tell us why. What does the Finance Minister say on this? What is the Government of India's thinking?

SHRI MANMOHAN SINGH : I will give you the answer.....

SHRI INDRAJIT GUPTA (M'dnapore): Garden Reach has gone down and Mazgaon Dock has gone up ! Mazgaon Dock is the pride of Asia today ! (*Interruptions*).

SHRI SOMNATH CHATTERJEE : This type of simplification won't do. You are not just the Congress Finance Minister. We expect something different from you.

AN HON. MEMBER : Your intellectual power is great and I acknowledge this but your opinion of yourself is greater and that is overtaking you.

SHRI NIRMAL KANTI CHATTERJEE: Sir, I am thankful that he appreciate a part of me. I appreciate his ability. I wanted to refer to the Economic Survey. It has been referred to that we have grown very strong and, therefore, we need not fear about the international integration; we need not fear about the foreign capital. We are in a position to welcome it. The best source of reference could be the Economic Survey. The Economic Survey, Sir, is, over the years, a splendid document. One beauty of it is that it never concerns itself or seldom concerns itself with the question of equity as mentioned in the Directive Principles. The Directive Principle says that there should not be concentration of wealth. No Economic Survey will give you any figure of that. No Economic Survey will tell you that from Rs. 47 crores in 1947 the Tatas have come to Rs. 6,500 crores of assets ownership.

SHRI MANMOHAN SINGH : It does not mean anything.

SHRI NIRMAL KANTI CHATTERJEE : Yes, the ownership does not mean anything. I will come to that. That is one of his brilliance. He does not believe that ownership is at all relevant for economic development.

So, that is not there. It does not also mention that they have introduced Pepsi, toys, shoes etc. We don't find any mention there though it does mention a good

many other things. It does mention about the human faith and poverty. I am surprised, Sir. Since the Finance Minister is here.

SHRI SOMNATH CHATTERJEE : You now come to the Budget.

SHRI SANTOSH MOHAN DEB : What a compliment from your colleague.

SHRI SOMNATH CHATTERJEE : I was saying that you just cannot teach them.

MR. CHAIRMAN : You have already taken half-an-hour Mr. Chatterjee.

SHRI NIRMAL KANTI CHATTERJEE : Sir, this half-an-hour I have borrowed from them; they can borrow it from IMF.

The other day I talked about the strength of the economy. I don't go into the details of the Economic Survey. He, as I have mentioned has twisted logic. Unfortunately, he was not there. He has equated growth with relative strength. Certainly, we have grown. We don't import food grains now. Who does not know this ? We have grown in the Steel Sector from next to nothing to some 8 or 9 million tonnes. We have grown. But let us remind him also that in the meantime in our international trade our strength is indicated by the fact that while at the time of independence we were having a share of one per cent today it is half a-per-cent.

AN HON. MEMBER : Half-a-per cent of what ?

SHRI NIRMAL KANTI CHATTERJEE : Half-a-per-cent of the world trade.

SHRI MANMOHAN SINGH : That is what we want to reverse.

SHRI NIRMAL KANTI CHATTERJEE : You want to reverse it. I am giving this as an indicator of your growing strength.

Secondly—let him deny this—India was considered to be among the first ten industrial countries in the world. Now, it is no longer considered so. The ranking on industries even by the World Bank is now—not in terms of other indices—fourteenth or fifteenth in the world. This is despite growth. What has happened? What does it mean? It means while we were growing, others were growing faster. When we say we were locked in the same situation, we should clear them, rather we should welcome them. I want him to ponder over again.

SHRI MANMOHAN SINGH : In spite of that, you want to continue. What we have been doing.

SHRI NIRMAL KANTI CHATTERJEE : I will come to this logic of his. When he talks of competition or when he talks of market, he goes against his own experience. When talking about the World Bank and IMF, he had said that these conditionalities are a form of neo-colonialism. He says now that there are no conditionalities. I agree with him.

SHRI MANMOHAN SINGH : I never said that there are no conditionalities.

SHRI NIRMAL KANTI CHATTERJEE : I will give the paper to you. It is known to us. One can never be violated, if he or she always agrees. This one knows. So, I will not go into the Economic Survey excepting to deal with the question of poverty.

MR. CHAIRMAN : Whatever you want to say, you say. Let him take note of them and then he will give the reply to your questions.

SHRI SOMNATH CHATTERJEE : His intervention must be responded.

SHRI NIRMAL KANTI CHATTERJEE : On the question of human face and equity and poverty, the figures have been given in the Economic Survey. It is claimed that people who are living below the poverty line, their number has come down. This is slightly contested. And the Economic Survey depends on the data of

the National Sample Survey Organisation. The erstwhile Leader of that team Prof. Minhas contests that claim. He says that : "Planning Commission in an unauthorised manner have updated the results of the Survey by 25 per cent." Is he aware of that? He was also in the Planning Commission. This is number one. Second thing is about the non-shifting poverty line. He says that : "The poverty line of Rs. 6400 has shifted to Rs. 7200 and today it is shifted to Rs. 12,000 or Rs. 14,000 per annum." One has to understand and arrive at figures in terms of that Rs. 14,000 income as a poverty line. If he begins counting the heads, he will discover to his dismay that still people who are living below the poverty line, their number has not decreased. The addition of unemployment does not lead to decrease in poverty. From the Second Five Year Plan onwards, every Five Year Plan has shown an addition to the unemployed in the country. I am giving this crucial point so that he can remember this.

Imagine, our contribution towards the National Income from the agricultural sector has come down to 33 per cent, i.e. one-third. The population remains more or less the same in the country side.

SHRI A. CHARLES : How?

SHRI NIRMAL KANTI CHATTERJEE : The percentage of the rural population remains the same.

SHRI SOMNATH CHATTERJEE : This also, you do not understand.

SHRI NIRMAL KANTI CHATTERJEE : I stand corrected that the rural population remains the same.

17.00 hours

I stand corrected. You do not get a person who is absolutely intelligent; you do not get an absolutely unintelligent person also. I, therefore, recognise his contribution.

I now come to the Budget speech and Budget proposals. When you talk of competition, when you talk of the market, it is part of the Budget. What is the market? Dr. Manmohan Singh knows. Market is not a collection of needs; it is a distribution of

needs; an effective demand is a market. It is an inherent law of the market that the more powerful will defeat the weak; and the public sector is defeated by the private sector because of some inherent strength of the private sector. One of the distinguishing features between the private sector and the public sector is—I am sure Dr. Manmohan Singh will not hesitate to recognise—that the private sector can give price, the public sector can only accept that. In the competitive age, it can buy and therefore it can compete with the public sector. Let it be recognised in the House.

When you talk of competition, it inevitably leads to monopoly. And what is the approach? I have no doubt in my mind that the MRTP Act has failed. Despite MRTP Act, Tatas have grown; despite MRTP Act, Birlas have grown. The response of the Finance Minister is to throw the baby along with the bath water; since the MRTP Act has failed, eliminate the MRTP Act. That is what is said everywhere.

SHRI INDRAJIT GUPTA : The same is with FERA.

SHRI NIRMAL KANTI CHATTERJEE : When I am talking about this friend and his invitation to foreign capital, I will just refer to what the Economic Survey says about the international capital scene.

SHRI INDRAJIT GUPTA : Which year? He is not responsible for the earlier years.

SHRI NIRMAL KANTI CHATTERJEE : I will be glad if he accepts the responsibility for the latest years. I have mentioned the latest ones. It says that the international situation is that the flow of private capital has been half of it; indebtedness has grown tremendously over the last few years. We know that in the international capitalistic world, the pressure is for Uruguay—Round of talks and others to eliminate trade-related investment measures; they want them to be withdrawn; trade-related intellectual property rights and services; they want to have insurance companies; they want to have

GIC and LIC; all these services should be opened completely. He takes pride in it. He says, we have control over the financial institutions. Yes, we have. They remained nationalised.

SHRI MANMOHAN SINGH : They will remain.

SHRI NIRMAL KANTI CHATTERJEE : But it does not mean that the foreigners should not be allowed entry; it does not mean that new banks will not be established by the multinationals or others in the country. There is no law to prohibit them.

SHRI MANMOHAN SINGH : They are already there.

SHRI NIRMAL KANTI CHATTERJEE : But they are understood that if they grow the private sector here (national), if they grow beyond a certain level, those banks will be absorbed in the State sector. Now they know that it cannot happen. Now, what is the functioning of these public sector financial institutions that he takes pride of? We wanted banks to be nationalised, after Panditji had died. Why did we support it? We thought that they can be used as an instrument of some control, some allocation which the market is unable to do and they say that 40 per cent is being given to the priority sector. Right. Only 40 per cent of the banking sector. It is not mentioned that the public sector financial institutions loan out as much as the banking sector owes to the big industry and trade and also to banks. So, we know that even the public sector banking and the financial institutions edge to help profit, to help capital grow with some limitations.

The question is, why a love for market? The market is a better allocator. Well, it is. It can be, provided there is a relative equality of income and wealth distribution within the country. Otherwise, this effective demand will grow; those who have money will pool the resources, those who have money will pool their trade development and culture, a basis to scatter to their own products. This is the meaning of market. Had we not had poverty, when you com-

pared Soviet Union at least grant this much of difference. They do not have, as he discovered, seventy million people without dwelling units. They do not have inequality that you obtain in our country. When they talk of market, it is completely a different society. Today, when you talk of market, the people below the poverty line, what do you want to cater to them? What do you want to sell them, after this special excise duty imposed and the withdrawal of sugar subsidy? That market is not there. Those who have money will determine the market and market will generate a kind of competition while the small will be edged out and the big will rule along with the banks. That is the imperialist capital.

The Budget Speech contains some interesting suggestions. I do not say that everything is bad.

SHRI MANMOHAN SINGH : Thank you.

SHRI NIRMAL KANTI CHATTERJEE: For instance, it says—imagine this from him! — and he mentioned it, he gives interest flexibility of the banking system. Why?

SHRI MANOMHAN SINGH : We want the Banks to prosper.

SHRI NIRMAL KANTI CHATTERJEE: Prosper? That is right. That is his kind of argument. And those are double-edged swords. Need I tell that to him? If the banks function on the basis of credit worthiness, who will be considered creditworthy? He knows that. The wholesale purchaser in any market gets things at a cheaper rate compared to the original buyer. When the Tatas will take loan, because they are bulk buyers, they will take credit at a lower rate, because he is credit-wrothy. The small industrialist when he goes, his credit-worthiness will be questioned in the same manner as the Bank of England questioned his credit worthiness.

AN HON. MEMBER : No answer?

SHRI NIRMAL KANTI CHATTERJEE: He has to realise what he is suggesting. He

has to realise what he has produced in his Budget.

SHRI SOMNATH CHATTERJEE : At least Mr. Charles is quiet now.

SHRI NIRMAL KANTI CHATTERJEE: He has proposed, according to his suggestions, that the export-oriented unit and the unit in the export processing zone will be given some concessions.

MR. CHAIRMAN : How much time more do you require for concluding?

(Interruptions)

SHRI SOMNATH CHATTERJEE . He will conclude by six O'Clock

SHRI NIRMAL KANTI CHATTERJEE: Sir, what has he provided in his Budget? *(Interruptions)*. To export oriented units he has given a concession so that it can sell its goods in the DTA, that is, Domestic Tariff Area. There was a limitation, not more than 25 per cent. Shri Sontosh Mohan Dev knows this because he was in the Public Accounts Committee as its Chairman. This was one among a few good things which he did at that time..... *(Interruptions)*.

SHRI SOMNATH CHATTERJEE : I thought he has made a mess of it..... *(Interruptions)*.

SHRI NIRMAL KANTI CHATTERJEE: Why do they say this? Why is this being done? Otherwise, how can it be stabilised? That is his argument. The same argument will apply to foreign capitalists when they come here—a double edged sword.

Where do we want foreign capital? We want this only in such sectors where we are deficient, where they will bring in technology. And in the sense, why is it very crucial for the term 'modernisation'? What does it mean? We will have them only in those areas which are considered to be crucial. Will they not be in a position to dictate to us after they enter here? What logic has he got against this? This is the approach that is contained in this Budget.

Sir, we already know the case of Pepsi. We are unable to control it. Now you have encouraged Coca Cola and they have decided to come here. So, this is our opening up of foreign capital.... (*Interruptions*).

SHRI MANMOHAN SINGH : They are there in Beijing, in Moscow and all over the eastern bloc.... (*Interruptions*);

SHRI SOMNATH CHATTERJEE : Sir, is it the Budget of Soviet Russia we are discussing here ? (*Interruptions*)

SHRI NIRMAL KANTI CHATTERJEE: Sir, at one time, when we got our independence, the presence of a powerful Soviet Union helped our independence movement and we supported the experiences of the Soviet Union. So, we are considered to be Soviet agents.... (*Interruptions*). Now when they are in difficulty and when they are trying to find out a new path after achieving certain things, it seems that they are the agents of the difficulties and they are gloating over the difficulties instead of being sad. They remember our foreign policy, our independence. I know about it. I had seen in files in regard to asking for tenders in the Government when Panditji was alive. His advice was "get not only from the United States but also from USSR for our steel mill." I was on research mission and therefore I had an access to these files. (*Interruptions*)

SHRI SOMNATH CHATTERJEE : Those files have been burnt.

SHRI MURALI DEORA (Bombay South) : You may have stolen them.

SHRI SOMNATH CHATTERJEE : If they were stolen, they would be in safe custody. Now they have been spoiled by you.... (*Interruptions*).

SHRI MURALI DEORA : You can make a micro film now.... (*Interruptions*).

SHRI NIRMAL KANTI CHATTERJEE: I have no objection in being filmed. But the words should not be his.

Coming to subsidies, there is no budget without taxes and subsidies. This Budget has cut the subsidy on fertilisers and sugar. And you think that you have saved a lot. And you buttress your argument by saying that you have cut on export promotion subsidy also. I expected a little more honesty from Dr. Singh. Why are export subsidies there ? There are subsidies to consumers and there are subsidies to help capital make a profit. When we talk of export subsidies, we do not only say that let there be exports but we say, let there be profit from exports. In order that they can have profits, therefore subsidies are given. After guaranteeing that profit through devaluation he says that he is withdrawing export subsidies. The difference in approach of Dr. Singh with the Left lies precisely here.

SHRI MANMOHAN SINGH : What is the dishonesty about it ?

SHRI NIRMAL KANTI CHATTERJEE: You did not admit that it is after guaranteeing profit. It is a half truth.

SHRI MANMOHAN SINGH : I did not guarantee profit to anybody. They have to compete in the world market to earn profit.

SHRI NIRMAL KANTI CHATTERJEE: Do you not think that devaluation means guaranteeing the profit ?

SHRI MANMOHAN SINGH : If you do not know anything I cannot help it.

SHRI NIRMAL KANTI CHATTERJEE: You tell the world.

SHRI MANMOHAN SINGH : I will tell.

SHRI NIRMAL KANTI CHATTERJEE: O.K. when you reply, you please tell that in the export subsidy what is being guaranteed was the profit of the exporter. Devaluation takes care of that. Therefore, subsidies are not wanted. Let him answer this point when he replies.

He has quoted Kaldor that a civilised rate of income-tax cannot be more than 45 per cent. Well, is that the full-truth ?

Has Kaldor only said that ? He has asked for comprehensive tax returns on the basis of which 45 percent rate was talked of, including expenditure returns. This is what I charge him that it is erudition. He could have enlightened instead of misleading the House and the country.

He has recognised in para 3 that Income-Tax Act is full of loopholes. He says that he has no time to look into that. There are reports. Does he promise that in another three months he will come with another budget amending the Income-Tax Act ? He does not promise that.

He has given concessions in customs duty. And his argument is that he wants to have project imports. Every single project import for imports of capital goods immediately imposes a liability on foreign exchange which can be repaid over a period of time. Every year you accumulate more than your repaying. This is the meaning of the concession on the Project Report, concession on the Project import.

Then, there is a curiosity. Look at the returns and look at the figures. He says that he has given concession on customs, he has imposed on direct taxes—which is corporation tax—and on indirect tax which does not hit the rich directly (*Interruptions*). Look at these figures, the increase in 1991-92 from corporation tax despite the heavy imports is only of Rs. 354 crores as compared to the revised Budget. What is surprising is despite the concessions on custom duties, the anticipation is that customs will give an additional revenue of Rs. 5,100 crores ? Despite devaluation, there will be no reduction in imports. Despite devaluation, we will be having more balance of payment problems than otherwise because unless imports are increased this increase in revenue with those concessions cannot be there. This is simple arithmetic. You have conceded on the rates. You assume that additional collection is higher in the whole list of Rs. 5,100 crores. The implication is imports are going to rise, that is the anticipation.

There is a different picture also and I come to my answer. In fact, when I started I said that it is a clash of two approaches—the like minded approach of the BJP and the Congress. We said that instead of depending on capital and profit, instead of trying to lure them into activities, let us depend on the people, the workers and the peasants, let us go in for the residual land-reforms and go in for workers participation in management. You can get the black income which you want. One more chance he is giving to the black income earners. In the past, every Finance Minister was giving just one more chance. They have treated every single Finance Minister with the contempt he deserves. Can it be done ? I say, "Yes". I tell you why and how. There are arrears of taxes. We are in deep crisis. We are on the eve of losing our prestige and economic independence. Can we not appeal to the Supreme Court judges and to the doyen of capitalists here ? 5, Five thousand crores of rupees of tax arrears are lying with them. When the country is in peril, why cannot we make an appeal to get back this amount of Rs. 5,000 crores ? That will reduce the revenue deficit and the Budget deficit to a sizeable extent. What is the amount of black income generation every year ? I am not talking about stock.

AN HON. MEMBER : Rs. 80,000 crores.

SHRI NIRMAL KANTI CHATTERJEE : No. That is stock. Every year Rs. 20,000 crores of black income is generated.

MR. CHAIRMAN : Please conclude.

SHRI K. P. REDDAIAH YADAV (Machhilipatnam) : What is the use of hearing their debate ? Give him some more time. It is a very useful debate.

MR. CHAIRMAN : He has already taken one hour and ten minutes. There are others also.

(Interruptions)

SHRI NIRMAL KANTI CHATTERJEE:

Instead of the bravado, why cannot he tell them to come and give this amount? His helplessness is indicated. What is the situation we are in? Those who are exporters are refusing to bring back the dollars. The country is in crisis. It is about to be in bondage. He cannot get the exporters to come back with their dollars. He says I leave it to others. I will make a suggestion. If there is a surplus of government employees, please send them to the revenue earning departments for a survey, search and seizure and you can get, via direct taxes, double the amount of what you are getting today, provided you are confident of the employees there. The choice is simple. On whom would you like to depend?—the capitalists, the black income earners, the exporters, owners of dollars or the people working in government offices, in the factories or in the country-side? This is the basic difference in approach between them and the BJP, and sometimes with some of our friends also.

SHRI MURLI DEORA : Let some other Member of Communist Party speak on the same lines. Let Shri Somnath Chatterjee speak (*Interruptions*)

MR. CHAIRMAN : Mr. Chatterjee, please wind up. No other Member of your Party will get a chance. You have exhausted all the time of your party.

SHRI SOMNATH CHATTERJEE : Please do not be so harsh.

SHRI NIRMAL KANTI CHATTERJEE: The Minister of Parliamentary Affairs has promised me that the time I consume is from their time. (*Interruptions*) I will make one more suggestion. In order to honour that part of the Congress promise—rolling back the prices—you may have a control on the wholesale trade. We have long back demanded that you try to nationalise the wholesale trade. You try to have a control there by reducing and defusing the mistakes being committed by the wholesale trade.

SHRI MURLI DEORA : There will be total bankruptcy.

SHRI SOMNATH CHATTERJEE : There will be heart-attacks.

SHRI NIRMAL KANTI CHATTERJEE: Sir, this is my last point. At the very beginning of the speech, he has mentioned that till November, 1990 the international dollar owners had confidence to recover, which is true. Even today the World Bank, the International Monetary Fund and the imperialist capital of the world have enormous confidence on them. Do they really have? No. They were awaiting the election results and to see whether those on whom they can depend are coming back to power.

SHRI SOMNATH CHATTERJEE : They are happy with the Congress-BJP combine.

SHRI NIRMAL KANTI CHATTERJEE: They are not.

SHRI MURLI DEORA : What will then happen to you?

SHRI NIRMAL KANTI CHATTERJEE: They are not happy with the election results because they have not succeeded in coming out with a massive majority.

Sir, the future will not depend on them or on us. They are anticipating flow of foreign capital via IMF aid. I am sorry to say they are going to be disappointed because the World Bank and IMF and imperialist capital is not convinced that the people of India will not give them a rebuff. That is their way. I can tell Dr. Singh that at a wrong moment of history despite his excellent background he has chosen the wrong quarter. (*Interruptions*).

Sir, with this I conclude.

SHRI K. VENKATAGIRI GOWDA (Bangalore South) : Mr. Speaker, Sir. I would like to speak on the Budget for the year 1991-92.

I stand in the House not to commend the Budget but to attack it because I think the Budget is based on what is called 'Voodoo Economics' whereby the authorities say one thing and do entirely a different thing. What can be said on the Budget? It requires a lot of time for this, but there

is no time, as the time has already been taken by my colleagues.

Therefore, I will concentrate on one aspect of the Budget, namely, inflationary aspect.

This Budget is unique for several reasons. In the first place, the Budget is presented by a bureaucrat who is not a Member of either of the two Houses. Secondly, (*Interruptions*).

MR. CHAIRMAN : This is his maiden speech, please don't interrupt him.

SHRI K. VENKATAGIRI GOWDA : Secondly, the Budget is presented by the minority government. I call it a 'minority government' however much the Prime Minister and his colleagues may object to it, may resent it or may protest against it, because I believe that 95 paise are not the same as one rupee.

In the third place the Budget speech is an exercise in adulation and the Finance Minister throughout his speech made reference several times to Pandit Jawaharlal Nehru, Indiraji and Rajivji. But he made no reference to others who are no less illustrious. Therefore, he has insulted them by non-recognition and at the time when the country is facing a grave economic crisis, the Finance Minister has set apart Rs. 100 crores for the Rajiv Trust. There are too many Trusts in the country and too little is done and I do not know what purpose this Trust is going to serve.

What is the purpose of this Budget and what is it supposed to do? The Budget is supposed to deal with the crisis. The President in his Address said that the country is facing a real economic crisis and he underlined the need for macro-economic stabilisation. The Finance Minister sang the same song and played the same tune. In the Budget speech he said that there is a real economic crisis and he also underlined the need for macro-economic stabilisation measures. What does this mean? Macro-economic stabilisation is a nebulous concept undefined and is undefinable. I do not know what Dr. Singh has meant by

saying that the country needs macro-economic stabilisation measures.

Macro-economics policy is like painting with the broad brush, but it leaves untouched several micro-economic sectors, micro-economic areas. Therefore, there may be macro-economic stabilisation measures, but if there are micro disequilibria in the country, then that will upset micro-economic equilibrium. Therefore, I feel that the micro-economic measures should be supplemented by micro-economic measures. What is this Budget supposed to serve? There are several crises in the country. Firstly, there is a monetary crisis. In the country, the supply of money is expanding at the rate of 15 to 18 per cent per year and this money is being spent causing a rise in prices. There is more money than the country needs. This excess money supply generates a real balance effect; it generates excess demand; it generates higher prices and therefore, this Budget is inflationary for this reason. In the second place, the prices are rising. According to the Economic Survey, the prices rise at the rate of 12.2 per cent, but it is more. The Congress Manifesto stated that within 100 days of assuming power, the prices would be rolled back to March, 1990 level. Dr. Singh, on assuming office said that it is a difficult task and for speaking the truth, he was pulled up and reprimanded by his Cabinet colleagues and the party bosses. (*Interruptions*).

SHRI SOMNATH CHATTERJEE : You are a Professor; you take them as students. (*Interruptions*)

MR. CHAIRMAN : This is his maiden speech. Please do not interrupt him.

SHRI K. VENKATAGIRI GOWDA : It is an open secret. He was reprimanded for speaking the truth. The prices cannot be rolled back. The prices are rolling forward, especially after the Budget was presented. This is the inflation crisis. Thirdly, there is a lot of black money in the country. According to one estimate, the black money is of the order of Rs. One lakh crore. This black money is not amenable to be controlled. It is also not amenable to anybody's control—human or divine. This money is circulating clandestinely causing

a rise in prices and upsetting the economic apple-cart. The internal debt is of the order of Rs. 2.4 lakh crores. This takes away a lot of our revenue by way of interest payments. The external debt is of the order of Rs. 1.4 crores. This takes away 30 per cent of our export earnings towards interest payment. There is unemployment and about five crores of people are unemployed in our country. All our plans for employment generation have been futile. We have not been able to solve this problem at all. There is poverty. According to one estimate, nearly 30 crores of people are living below the poverty line. With the rise in prices, fall in value of the rupee and fall in real income, more and more people are being pushed below the poverty line. Finally, there is balance of payment crisis. Our exports are rising at the rate of 18 per cent; the imports are rising at the rate of 22 per cent and this gap causes the balance of payment crisis. The foreign exchange reserves are not sufficient to meet even three weeks import bill. Therefore, the country has to go to the IMF for a loan surrendering our sovereignty, selling our soul.

Sir, the Finance Minister was also pleased to pledge our precious gold to the Bank of England to get money to meet our balance of payment crisis. So, these are the problems the country is facing now. Will the Budget be able to solve this crisis? The answer is 'no'. How? The Budget deficit is of the order of Rs. 7,700 crores. This deficit will not be contained at this figure. This deficit will, I am sure, bulge into at least Rs. 10,000 crores by the end of the financial year. This deficit is to be financed by money creation and by domestic borrowings. When money is created, surplus money expands. Again real balance effect comes into operation causing excess demand and rise in prices. Secondly, the Government borrows money to finance its deficits. This is also inflationary because fiscal theorists have said that domestic borrowing causes rise in interest payments. That causes rise in expenditure; that widens the deficit which is again inflationary.

Therefore, on the side of money creation and on the side of interest payment of public debt, there is inflationary effect on the economy. Can we resolve the unemployment crisis? I do not think so. In spite of the several plans of generating employment, those plans have not touched even the fringe of the problem. That is because, there is excessive supply of labour, due to population growth. There is surplus labour which is expanding at a faster rate. Therefore, due to excessive supply of labour, employment-generating plans for removing unemployment have proved a failure.

Despite our plans like *garibi hatao*, *beckari hatao* poverty still persists in the country. As I told you, the number of people below the poverty line is in the neighbourhood of 30 crores. With the rise in prices, fall in the value of money, with fall in real income, more and more people are coming below the poverty line. They constitute the weakest sections of the society leading a life of misery, deprivation and starvation. The Budget is not able to solve this problem also.

What about balance of payment position? The country has gone in for devaluation twice. The question is, can devaluation solve the balance of payment crisis? I do not think so. Devaluation is a highly technical subject and it cannot be expressed in simplistic terms. When the currency is devalued, it is assumed that in theory, exports rise and imports fall. For this reason, when currency is devalued, the quantum of import falls, if demand is elastic. In the same manner, export prices fall and the volume of export rises, foreign demand being elastic. But in the case of India, India being capital goods importing country, technology importing country, India being essential raw materials importing country which are not available in the country, India being petroleum products importing country as those products are not available in sufficient quantity, the demands for these goods are inelastic. Therefore, when the currency is devalued, what

happens is that the demand for import will not fall but the value of imports rises, even though the quantum is constant. There will be a rise in import value and consequent price rise.

On the export front, exporters do not export to the extent expected because our export goods lack quality and price competitiveness. In the short-term, they are not able to stand international competition also. In Economics, it is called J-Curve effect. When the currency is devalued, trade gap widens before the position improves and in the short-term, the consequence of this effect is deficit in the balance of payment. Therefore, the Budget does not bring down the supply of money. The supply of money rather expands. It does not bring down the price level. It does not help to eradicate black money. It does not alleviate poverty; it does not alleviate unemployment and so on.

The Finance Minister has used the ingenious skills for controlling black money operations. In 1990-91 Budget, Prof. Madhu Dandavate gave the same scheme. This is a re-designed scheme of the old one. The scheme is that those who are holding black money are induced to invest that black money in housing activities. Now how would you induce them to do it? In the first place, if the black money holders are given an assurance that they would not be penalised for holding black money, they will do it. But where is the guarantee that the next Government—which may be BJP Government—would not take action against them. In the second place, even if the Government does not take any action against them, there is the danger of charging the black money holders as thugs. Are they prepared to face those charges?

Even if they invest the black money, the induction of black money into the economy will raise the level of prices. Black money is idle and its velocity is zero. When it comes into circulation, its velocity becomes positive. Therefore, the rise in velocity will have the same effect on the price level as a rise in the supply of money. It will raise

the price level. Therefore, induction of black money into the economy will have an inflationary effect.

Now, the Budget in all these aspects has got an in-built inflationary potential in spite of the fact that the Government is giving assurance that the object is to reduce the level of prices.

Now the Finance Minister talks of the Nehruvian line of development. The Prime Minister also said some time ago that his Government would pursue the Nehruvian line of development. What is this line? In my opinion, Nehruvian line has led the country to a great disaster. It is responsible for all the ills which the country is facing now. I will tell you how.

The First Five Year Plan was a grand success. It was a farm-oriented Plan. There was a fall in prices. There was also a surplus in the balance of payments during the First Plan period. In 1954, Mr. Chow Enlai visited India and spent about ten days in India and while going back invited Panditji to visit China. The following year, Panditji visited China and he was taken round the Chinese industrial complexes. Nehru was deeply impressed with the Chinese economic advance. Nehru was told that the Chinese Plan was based on the Russian Plan which was based on Feldman model. On his return to India, Mr. Nehru called his Economic Adviser Mr. Mahalanobis and asked him to prepare the Second Five Year Plan on the lines of the Soviet model and the Chinese model. The Plan was prepared and it was foisted on the nation. At that time, Shri Jayaprakash Narain said "The Plan was prepared behind the iron curtain". Whatever it was, the Plan created the inflationary crisis and balance of payment crisis when it was half-way through and, therefore, the Plan had to be pruned. That was because of the fact that the Plan was heavy industry-oriented. Agriculture was given secondary role and the first place was given to heavy industry. When the Plan was being finalised, Prof. Kaldor of Cambridge came to India and prepared his report on India's tax reform and before leaving for London, he was invited by the Planning Commission for tea.

There he made a casual remark that "The Second Five Year Plan is badly conceived. The nation is not able to digest deficit financing of Rs. 800 crores for five years or Rs. 160 crores per year." The Second Five Year Plan was a failure. The Plan was pruned and it was cut to size. Prof. Colin Clark of Oxford published a pamphlet called "Growthmanship" where he said that "Pandit Nehru in an extraordinarily foolish statement said 'We must produce machines to produce machines.'" India was not able to digest this kind of a Plan.

Therefore, what I am trying to say is that the Nehruvian line of development has generated this crisis, inflation crisis and the balance of payment crisis. These two crisis persist even now.

To adopt Nehruvian line would be disastrous to the country. To adopt the BJP line as stated in the BJP manifesto, would be desirable as it makes India a land of flowing milk and honey.

I would like to offer two suggestions to the Finance Minister. According to growth theorists, the rate of growth depends upon net new investment which depends upon savings. The effect of savings is to reduce inflation in the economy and to supply resources for investment. 80 per cent of the savings are done by small savers and the middle income savers and it has been proved empirically that savings respond positively real interest rate. Real interest rate is money interest rate adjusted for inflation in the economy. When money rate rises at a faster rate, than the inflation rate, real interest rate rises and induces more savings. The rise in savings cause a fall in the level of prices and it supplies resources for investment which promotes growth.

Secondly, the controversial issue with which the public are concerned is income-tax exemption limit. In the 1989-90 Budget, the limit was Rs. 18,000. In 1990-91 Budget, Prof. Madhu Dandavate raised it to Rs. 22,000. This is too little because even if a family gets Rs. 3,000 p.m., after meeting all their essential require-

ments, they will not be able to make both ends meet. Therefore, it is necessary to raise the exemption limit to Rs. 48,000. Therefore, the BJP examined the issue and came to the conclusion that the income-tax exemption limit should be raised to Rs. 48,000. Therefore, in these days of rising prices, falling value of the rupee, people are suffering in misery and hence I request the Finance Minister to raise the exemption limit to Rs. 48,000 as recommended by the BJP. Therefore, all that I say is that this Budget is not able to contain or resolve the crises which have already been mentioned and they are so deeply entrenched and, so pervasive that the fiscal exercise in the Budget cannot solve them. What is necessary is restructuring of the fiscal structure, fiscal policy and so mere beating about the bush will not do.

[Translation]

SHRI SUKH RAM (Mandi) : Mr. Chairman, Sir, I support the Budget presented by the Hon'ble Finance Minister in the House. Everybody knows that the present economic crisis is unprecedented since independence. In these circumstances no Budget can be better one than presented by the Finance Minister. Efforts have been made in the budget to bring down the gap between income and expenditure from 8.5 per cent G.D.P. to 6.5 per cent by cutting the expenditure and increasing the income and its credit goes to the Finance Minister. It is better in the sense that direct taxes have been given more attention. Taxes have been increased on those items which are used by that section of the society which is in a position to pay the taxes. So far as poor are concerned, the prices of kerosene oil and diesel have not been increased. Subsidy on food items has been increased but prices of the items of daily use of the poor people have not been increased.

SHRI SURYA NARAYAN YADAV (Sahasra) : I have a point of order. Hon'ble Member says that subsidy on fertilizers has been increased but it is reduced by 40 percent.

MR. CHAIRMAN : No point of order.

SHRI SUKH RAM : Hon'ble Minister has said in his speech that such a big gap cannot be brought down in a year. It will take two to three years. Our efforts are to bring this gap down to less than 5 per cent. I think the entire House should appreciate and support this budget. It is said that the budget is inflationary. But do not think so because the prices of items of daily use of poor people have not been increased. It will reduce the current account deficit, budgetary deficit and fiscal deficit by reducing the money supply. Last year, the consumer price index was 13.5 per cent. It is proposed to bring it down to 9 per cent this year. Therefore, the question that rate of inflation will increase, does not arise. It is also said that the economy of the country has been mortgaged to I.M.F. But I would like to tell my Hon. friends that it is not true. The subsidy has been increased from rupees 22 hundred crores to rupees 26 hundred crores. The budget plan of this year has been increased by 11 per cent. If we were dictated terms by I.M.F. it would have also been reduced. It is also said that the Budget is not job-oriented. Alongwith increasing the budget plan by 11 per cent, the Hon'ble Finance Minister has done a marvellous job by withdrawing the excise duty on agriculture based industry, whether it is jam or jelly or dry-fruits. It will promote industrialisation and agriculture. Therefore, the Budget is job-oriented one. In the speeches, it has been said that we have tidden good-bye to the policies of Pt. Jawaharlal Nehru so far as public sector and private sector is concerned. But it is wrong. Our mixed economy is based on the policy of Pt. Nehru. I would like to tell my friends that the country which has a population of 24 crores and an area of 1.6th of the total area of the world, has to import foodgrains from the European market even after 80 years of the revolution. On the other hand our country's population is 35-86 crores. We had to face a severe drought in 1986-87 but we did not import foodgrains, did not beg before any country and met the foodgrains requirement from our buffer stock. All this happened due to our policy. What more clarification do you want regarding our policies.

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SHRI BHOGENDRA JHA (Madhubani) : Mr. Chairman, Sir, it seems that our friends have been influenced by misleading argument of the Hon'ble Finance Minister. The population of U.S.S.R. is 27 crores and they produce 26 crores tons of foodgrains, even then they are starving. Our country's population is 85-86 crores and we have never produced foodgrains more than 17½ crore tons.

17.55½ hrs.

MESSAGE FROM RAJYA SABHA
[English]

SECRETARY-GENERAL : Sir, I have to report the following message received from the Secretary-General of Rajya Sabha :—

"In accordance with the provisions of sub-rule (6) of rule 186 of the Rules of Procedure and Conduct of Business in the Rajya Sabha. I am directed to return herewith the Appropriation (Vote on Account) No. 2 Bill, 1991, which was passed by the Lok Sabha at its sitting held on the 29th July, 1991, and transmitted to the Rajya Sabha for its recommendations and to state that this House has no recommendations to make to the Lok Sabha in regard to the said Bill".

[English]

MR. CHAIRMAN : Shall we sit up to 7.00 p.m.

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI GULAM NABI AZAD) : You may please take the sense of the House.

SOME HON. MEMBERS : We can continue it tomorrow.

MR. CHAIRMAN : The Hon. Member can continue his speech tomorrow. The House stands adjourned to re-assemble tomorrow at 11.00 a.m.

18.00 hrs.

The Lok Sabha then adjourned till Eleven of the Clock on Wednesday, July 31, 1991 [Savana, 9, 1913 (Saka).

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