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Monday, March 16, 1992
Phalgun 26, 1913 (Saka)

LOK SABHA DEBATES

(English Version)

Third Session
(Tenth Lok Sabha)



(Vol. IX contains Nos. 11 to 20)

**LOK SABHA SECRETARIAT
NEW DELHI**

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LOK SABHA DEBATES

LOK SABHA

Monday, March 16, 1992/Phalguna 26,
1913 (Saka)

The Lok Sabha met at Eleven to the Clock

[MR. SPEAKER *in the Chair*]

RE. SUSPENSION OF QUESTION HOUR

[*English*]

SHRI SOBHANADREESWARA RAO VADDE (Vijayawada): We request the hon. Speaker to suspend the Question Hour and immediately take up the matter of the treacherous act by the ruling party, Congress (I) in encouraging defections and splitting other parties... (*Interruptions*) They are encouraging defection and splitting political parties. What is this?

(*Interruptions*)

At this state, Shri S. M. Laljan Basha came and stood on the floor near the Table

SHRI NIRMAL KANTI CHATTERJEE (Dumdum): For the stability of the Government, they are even prepared to destabilise other political parties. This is not the way to uphold parliamentary democracy... (*Interruptions*) Their narrow mindedness and partisan interests destroyed Punjab and generated the problem in Kashmir. They are always upto this mischief.

SHRI BASU DEB ACHARIA (Bankura): This was engineered by the Congress (I) in

order to gain majority. Why were you also in such a hurry Sir?

SHRI SAIFUDDIN CHOWDHURY (Katwa): What is your responses Sir?

At this state Shri S. M. Laljan Basha went back to his seat.

[*Translation*]

SHRI RAM VILAS PASWAN (Roser): Sir, this is a serious charge. The hon. Member is levelling a serious charge against the Treasury Benches. Will democracy survive in this country? (*Interruptions*)

[*English*]

SHRI BASU DEB ACHARIA: Democracy is not safe in their hands. They have murdered democracy. (*Interruptions*)

MR. SPEAKER: Please take your seat.

SHRI BASU DEB ACHARIA (Bankura): Sir, this is a very serious matter. You should suspend the Question Hour and allow a discussion on this. How can the House function in this way? (*Interruptions*)

MR. SPEAKER: I think it is possible for all of us to understand the agony and the displeasure which has been expressed by hon. Members. All the same I do think that we have the Question Hour, which is the Private Members Hour and the Members would also be interested in asking questions. The intention...

(*Interruptions*)

SHRI BASU DEB ACHARIA : Sir, the Government machinery has been misused

by them. When democracy is being murdered, what is the importance of this Question Hour? (*Interruptions*)

MR. SPEAKER: Supposing...

[*Translation*]

SHRI SHARAD YADAV: Sir, seven vehicles had been placed at their disposal in a day I can prove it if you want. (*Interruptions*)

SHRI S. M. LALJAN BASHA (Guntur): Sir, democracy has been throttled. How long will this money last? This Government is throttling democracy. (*Interruptions*)

[*English*]

MR. SPEAKER: Yes, you have very forcefully made your point.

(*Interruptions*)

SHRI SRIKANTA JENA (Cuttack): The Congress Party has started its old game of money and power.

SHRI BASU DEB ACHARIA: Once they toppled TDP Government in Andhra Pradesh by creating defection. They have again started this game in order to remain in power.

MR. SPEAKER: You have protested.

(*Interruptions*)

SHRI BASU DEB ACHARIA: Where is Shri Balram Jakhar He came in his house. Where is Shri Chidambaram?

(*Interruptions*)

SHRI B. N. REDDY (Miryalguda): They should resign on moral grounds. (*Interruptions*)

SHRI K. P. REDDAIAH YADAV (Machilipatnam): Why should a Kamma be a Leader? (*Interruptions*)

SHRI BASU DEB ACHARIA (Bankura): They were elected on the TDP ticket and now they should resign.

SHRIMATI GEETA MUKHERJEE (Panskura): If they want to break away from the Janata Dal and join the Congress (I) and if they have the courage, let them immediately resign from the Lok Sabha seat. This was the Congress culture throughout before and this is the Congress culture now. So, why do these gentlemen resort to all these things again and again?

At this stage, Shri B. N. Reddy came and stood on the Floor near the Table.

SHRI BASU DEB ACHARIA: The defectors should resign. They have no moral right to continue. (*Interruptions*)

At this stage, Shri B. N. Reddy went back to his seat.

SHRI NIRMAL KANTI CHATTERJEE (Dumdum): Sir, years ago, that is in 1984, they had done it in Andhra Pradesh. In the similar game of defection, NTR had to go. That was fought inside the Parliament and outside for restoring NTR in Andhra Pradesh. Now, the something is being done here to Andhra MPs. We know that for their narrow party interests, the Congress (I) has caused immense harm to Kashmir; immense harm to Punjab and they are putting Parliamentary democracy on the fire. They should desist from breaking other parties and try to uphold the parliamentary traditions of the country. After all, we cannot forget that they continue to be the biggest party in our country and responsibility devolves on them. Unfortunately, they have not learnt the lessons of history. For them interests are above country's interest and the interest of Parliamentary democracy. All these hullababo from our side is sincerely intended to sound a warning. They always operate like that.

So, I appeal to them from our side that unless they desist from such activities, they will take our country to a point of no return. They should try to safeguard the interests of

the Parliamentary democracy. It is a most unfortunate story of the post-Independent India. They are trying to retain supremacy of their party in the country at the cost of Parliamentary democracy and the country. (*Interruptions*)

SHRI BASU DEB ACHARIA: What did you do in the past? (*Interruptions*) How much money did you spend in order to gain majority? (*Interruptions*)

MR. SPEAKER: Will you please hear me ?

(*Interruptions*)

SHRI SRIKANTA JENA (Cuttack): The Congress Party is pursuing their political line of defection; they encourage defection and that is their practice. All the Members who have been defected at the instance of the Congress Party should resign from the Lok Sabha and face election again. (*Interruptions*)

SHRI SOBHANDREESWARA RAO VADDE (Vijayawada): All those Members who have changed their political colour must resign and go to the people. You must protect democracy and interest of the House. (*Interruptions*)

SHRI BASU DEB ACHARIA: Democracy is being destroyed and murdered by Congress (I). MPs are being purchased. The defection is engineered by them in order to gain majority. (*Interruptions*)

[*Translation*]

MR. SPEAKER: You have been given ample opportunities. (*Interruptions*)

[*English*]

Mr. Basu Deb Acharia, all the time, you are interrupting it is not necessary. I allowed you to speak also. You were interrupting and talking to Mr. Sontosh Mohan Dev also.

Well, I think, one can understand the

feelings of the Members in the House. (*Interruptions*)

MR. SPEAKER: If you respond, I cannot talk; that is my difficulty, because I cannot compete with you.

(*Interruptions*)

MR. SPEAKER: Than you talk between yourselves. Please do not do like that. I cannot raise my voice beyond a certain limit.

I think the hon. Members, who wanted to protest have protested; their protest is recorded. I don't think that it is necessary for any Member to go beyond this to register protest. I do think that we would carry on which the rest of the business. Having protested and having expressed their views, it is not necessary to continue it further. I hope that you will cooperate.

(*Interruptions*)

[*Translation*]

SHRI RAM VIALAS PASWAN: Sir beside this there are a number of things which we want to speak about. I request you to summon party leaders to your room immediately after the Question-Hour.

[*English*]

MR. SPEAKER: I will talk to you in my Chamber.

[*Translation*]

SHRIRAM VILAS PASWAN: Sir, that is not all. There are other issues also. It has to be seen as to who is attached and who is unattached. A full two months time was taken in the case of Janata Dal. But in this case the whole issue is being cleared off in a day. request you to convene a meeting of all leaders in your chamber. (*Interruptions*)

[*English*]

MR. SPEAKER: Mr. B Vijaykumar Raju,

I allow you, I have to allow others also.

(Interruptions)

MR. SPEAKER: Q. No. 265 – Shri Chandrajeet Yadav.

(Interruptions)

MR. SPEAKER: Let us not take it up in the Zero Hour. If I want to talk to talk to you, I will call the Leaders in my Chamber and talk to them.

SHRI BH. VIJYA KUMAR RAJU (Narsapur): I have to record my protest. *(Interruptions)* Otherwise, you will have to allow me to speak. *(Interruptions)*

SHRI BH. VIJAYA KUMAR RAJU: Sir, you allow me.

MR. SPEAKER: Not now.

(Interruptions)

SHRI SOBHANADREEWARA RAO VADE: What we are demanding is

SHRI BH. VIJAYA KUMAR RAJU: You please allow me.

SHRI SOBHANADREEWARA RAO VADE: You expunge his works.

SHRI SAIFUDDIN CHOUDHURY: We want to hear him. *(Interruptions)*

SHRI BH. VIJAYA KUMAR RAJU: I am prepared to resign. *(Interruptions)* If Shri N. T. Rama Rao is prepared to accept my challenge I am going to resign. Let him contest against me in my constituency. *(Interruptions)*

MR. SPEAKER: Not like this, please. Order, order.

(Interruptions)

MR. SPEAKER: Shri Nirmal Kanti

Chatterjee, you please take your seat. *(Interruptions)*

MR. SPEAKER: You please take your seat.

SHRI BASU DEB ACHARIA: Sir, this is a very serious thing. *(Interruptions)* You hear his point. *(Interruptions)*

MR. SPEAKER: I will talk to you in the Chamber.

(Interruptions)

MR. SPEAKER: I am ready to hear you in the Chamber.

SHRI SAIFUDDIN CHOUDHURY: May I make a submission, Sir? We want to hear Mr. Raju after the Question Hour. We have something to say also.

SHRI BH. VIJAYA KUMAR RAJU: I request you to please take it up after the Question Hour.

(Interruptions)

SHRI BASU DEB ACHARIA: You will have to allow him. *(Interruptions)*

[Translation]

SHRI RAM VILAS PASWAN: Sir, let the Question Hour continue. Then allot time of two minutes to each speaker during the Zero-Hour. After that you can talk to them in your Chamber.

MR. SPEAKER: All right.

SHRI RAM VILAS PASWAN: You have been allowing hon. Members to raise their points after Question Hour also.

[English]

MR. SPEAKER: I will hear one from each faction and none else. You have nothing to do.

(Interruptions)

SHRI RAM VILAS PASWAN: After Question Hour we can take it up.

MR. SPEAKER: No; not like this. Bargain cannot go on in the House. It is not like this. We will do it later. Now Question No. 265, Shri Chandra Jeet Yadav.

11.24 hrs.

ORAL ANSWERS TO QUESTIONS

A-320 Airbus

+

*265 SHRI CHANDRAJEET
YADAV:
SHRI M. V. CHANDRA
SEKHARA MURTHY:

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

(a) the existing number of A-320 Airbus with the Indian Airlines/ Air India;

(b) the number of accidents in which A-320 Airbus have been involved in the last two years;

(c) whether the Government propose to purchase more such aircraft;

(d) if so, the details thereof;

(e) whether any request has been sent to Airbus Industries, France to send the preliminary report of investigation into the causes of accident involving A-320 airbus which crashed in Voges Mountains recently;

(f) if so, whether it is proposed to reexamine the safety of these planes; and

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

THE MINISTER OF CIVIL AVIATION

AND TOURISM (SHRI MADHAV RAO SCINDIA): (a) to (g) A statement is laid on the table of the House.

STATEMENT

(a) At present there are 18 Airbus A-320 aircraft in the fleet of Indian Airlines. Air India does not have any A-320 aircraft.

(b) During the last two years there have been two accidents involving A-320 aircraft, one at Bangalore on 14.2. 90 and the other in France on 20. 1. 1992.

(c) and (d). An agreement has been entered into by Indian Airlines with Airbus Industries on 5. 6. 89 for purchase of 12 additions A-320 aircraft.

(e) Yes Sir.

(f) and (G) There is no finding yet which calls call for re-examination of airworthiness of this class of aircraft.

SHRI CHANDRA JEET YADAV: Sir, in view of the fact that two accident of A-320 aircraft took place, one in India and another in France, and that the preliminary enquiry has shown the defective cockpit dosing of the plane and also the navigational problems, which is — it is said — a highly computerised system, there are doubts that even the software of the airplane's computers were also defective. Lufthansa and Air France have instructed their pilots not to use this became landing system. The pilots have also made several representations in France as well as in India. It is said that there is always a possibility that a wrong button can be pressed and the accident can take place. I would like to know from the Minister whether he has taken up this issue with the A-320 Airbus, manufacturing company and whether they have assured that they are taking certain necessary steps to rectify these defects in the cockpit. I would like to know from the Minister as to what has been done in this regard.

SHRI MADHAV RAO SCINDIA: Sir, after

this air crash at Starsbourg, the DGCA, France was requested by the DGCA, India to provide details which may be pertinent. And the DGCA, France has made a preliminary inquiry and they have said that there is no major problem in operating this aircraft except for a few directives that should be issued, which would avoid possible confusion between vertical speed and the flight path angle. These directives have been issued by the DGCA, India. And even before this crash took place, the matter that you are referring to, the Air Inter and Air France had given up the use of VORDME approach. But the DGCA, France has convened a meeting after the crash. They have discussed it with the Airbus Industry and with the two Airlines concerned. They have come to the conclusion that a ban of the VORDME approach is not really required provided certain other safety procedures are carried out; which is a VORDME approach with a manual feedback, which can then both be monitor. So, providing these procedural directives are issued, they have felt that there is no need to ban the VORDME approach and these directives have been issued by the DGCA.

SHRI CHANDRA JEET YADAV: I will say from my experience. Only three weeks before, I was flying by this aircraft from Varanasi to Bombay. And at Lucknow, it was landed for four hours. A Swedish priest, who was also travelling with me when we were asked to get out of the plane; said: "there is a God. If this defect had occurred ten minutes before when we were in the air, where would we have been?" After four hours of stay at Lucknow Airport in the midnight, it was found that there was no engine trouble only a computer defect. The Captain while taking off again after four hours announced that there was no serious trouble with the engine and it was only a wrong message of the computer. And that is what I am saying. As this plane has highly computerised, gadgetry there is always a possibility of committing a mistake. And that is what the pilots have also said. Even the French pilots said now there are only two pilots in the cockpit...
(*Interruptions*)

MR. SPEAKER: Put your question please.

SHRI CHANDRA JEET YADAV: In spite of missing instructions, board serious defects continue to be there. When the people take A-320, they always go with a thought as to what will happen to them? The Government going to purchase additional 12 A-320s. I would like to know from the Minister that in this background...

(*Interruptions*)

[*Translation*]

SHRI SRIKANTHA JENA: Please ask him to conclude. (*Interruptions*)

MR. SPEAKER: Accidents can occur even while riding on bicycle (*Interruptions*)

[*English*]

SHRI CHANDRA JEET YADAV: Sir, everybody should take care. Please do not make it so lightly. Otherwise, the Minister will be very much interested to go ahead and not to look into this problem. The fact is that country had to lose almost Rs. 500 crores because A-320s were grounded here for a long time. Now, I am asking the Minister again that before purchasing these twelve A-320 additional aircraft, will he please ask the manufacturing company at least to remove those defects which have been preliminarily found in India I would also like to know how much he is going to spend to purchase these aircraft and when are they likely to join the Indian Airlines.

SHRI MADHAV RAO SCINDIA: Sir, the agreement was signed to purchase these twelve aircraft way back in 1989 and unless a major flaw appears in these aircraft, I am afraid, we do not have much option. However, this does not mean that I am in any way, inferring that there is anything wrong with the aircraft. Neither the hon. Member is a technical man nor I am a technical man. We can only depend on various engineers and technical experts who go into this mat-

ter, both in India and abroad. As far as the findings so far are concerned, as I said, no major flaw seems to have appeared in these aircraft. I can only go by that. These airbuses are coming in from 1993 to 1994 and we will be spending something like 958 million on their purchase.

MR. M. V. CHADRASHEKARA MURTHY: Mr. Speaker, Sir, I would like to know whether it is a fact that the pilots in India and in France have argued that these A-320 airbuses cannot be flown by a two member crew; it requires another member so as to keep a watch over the altitude as well as other instruments at the time of landing. If so, I would like to know what action has the Government of India or the Indian Airline taken so far to rectify these defects.

SHRIMADAV RAO SCINDIA: Sir, some suggestions have come in from different quarters from time to time. But, as I said the matter has been gone into in depth, both on Indian soil and also abroad and at present it has not been found necessary to have a three-member crew.

SHRIMATI GEETA MUKHERJEE: Sir, since the technical people here are not only engineers but also pilots, I would like to know that what they feel in India. Is it a fact that they are very much reluctant to fly these aircraft? If so, because they are the most important people, because they are the most important people, what is the opinion of the Minister about that?

SHRI MADHAV RAO SCINDIA: Sir, as I said, suggestion have come in from different quarters from time but there is no reluctance on the part of the pilots to fly these aircraft. They are flying them everyday. Our pilot are certainly technically amongst the most capable pilots in the world. So, I do not see any major problem with the pilots.

SHRIMATI GEETA MUKHERJEE: Have they not represented to you about this?

SHRI MADHAV RAO SCINDIA: I have said that some suggestions have come. But, as I said, there is no major reluctance on the part of the pilots to fly these aircraft.

National Thermal Power Corporation

*266 **SHRI M. V. V. S. MURTHY:** Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the details of the amounts payable by the States to the National Thermal Power Corporation;

(b) the steps taken for collecting the same;

(c) whether is any proposal to commence new NTPC projects in the Eighth Five Year Plan; and

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

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) Details are given in Amendment in Annexure-I attached.

(b) The steps taken for recovery of dues include frequent visits to State Electricity Boards and State Government by Senior Executives of the NTPC, organising meetings, recovery through Central Appropriation etc.

(c) Yes, Sir.

(d) The Eighth Plan is yet to be finalised. However, the execution of the following on-going/approved projects would be continued by the NTPC during the 8th plan:

1. Farakka II—Coal (West Bengal)	1000 MW
2. Kahalgaon I—Coal (Bihar)	840 MW
3. NCTPP—Coal (Uttar Pradesh)	840 MW
4. Kawas I—Gas (Gujarat)	844 MW
5. Talcher I—Coal (Orissa)	1000 MW
6. Dadri I—Gas (Uttar Pradesh)	817 MW
7. Gandhar I—Gas (Gujarat)	650 MW

In addition to the above, NTPC have submitted proposals for the following projects during the 8th Plan period. The implementation of these projects would depend upon availability of resources, fuel linkage, environmental clearance and other statutory clearances:

1. Anta—II Gas (Rajasthan)	430 MW
2. Faridabad—Gas (Haryana)	800 MW
3. Godavari—Gas (Andhra Pradesh)	400 MW
4. Rihand II—Coal (Uttar Pradesh)	1000 MW
5. Vindhyachal II—Coal (Uttar Pradesh)	1000 MW
6. Yamunanagar I—Coal (Haryana)	840 MW
7. Farakka—III—Coal (West Bengal)	500 MW
8. Mangalore I—Coal (Karnataka)	420 MW
9. Kayamkulam I—Coal (Kerala)	420 MW

ANNEXURE-I

Outstanding dues of NTPC as on 29th February 1992

(Rs. in Lakhs)

S. No.	SEB/Organisation	Outstanding dues	Surcharge billed
1	2	3	4
1.	Andhra Pradesh	1011	1640
2.	Bihar	25371	7502

(Rs. in Lakhs)

S. No.	SEB/Organisation	Outstanding dues	Surcharge billed
1	2	3	4
3.	Gujarat	5295	2841
4.	Goa	16	2
5.	Haryana	10887	5811
6.	Himachal Pradesh	1046	660
7.	Jammu & Kashmir	4165	636
8.	Karnataka	1003	1582
9.	Kerala	4312	799
10.	Madhya Pradesh	22250	9848
11.	Maharashtra	2763	3216
12.	Orisha	1535	1620
13.	Punjab	2119	103
14.	Rajasthan	10014	9001
15.	Sikkim	6	4
16.	Tamil Nadu	7047	2656
17.	Uttar Pradesh	0*	22917
18.	West Bengal	4680	2507
19.	Chandigarh	295	0
20.	Dadra & Nagar Haveli	69	1
21.	Daman & Diu	-39	0

(Rs. In Lakhs)

S. No.	SEB/Organisation	Outstanding dues	Surcharge billed
1	2	3	4
22.	DESU	5088	4510
23.	DVC	8370	2080
24.	Pndicerry	-157	1
TOTAL		117146	79939

NOTE: *Arrears of Rs. 744.68 crores up to 29.2.1992 (and a surcharge of Rs. 71.50 Crores) of UPSEB adjusted against proceeds of transfer of Feroze Gandhi Unchahar Thermal Power Project to NTPC.

SHRI M. V. V. S. MURTHY: Sir, the answer shows that almost all the State Electricity Boards where the NTPC plants are being contemplated, own large amounts of dues, more than thousands of crores of rupees. I would like to know how the Government is going to recover these dues so that the new projects could be started. The answer given in this respect is very vague. It appears that only utilising the power and not paying the charged is the best method. If so, will the Minister be pleased to answer these dues will be collected first before contemplating to start these new projects? There are some plants where there are no dues — like the gas-based plants in Godavari area and another super thermal plant at Visakhapatnam. I want to know what is the status of these plants.

SHRI KALP NATH RAI: Sir, arrears of Rs. 1,171 crores are due to the N. T. P. C. The State Electricity Boards have not paid it. Surcharge of Rs. 977 crores is also due. The Central Government is trying its level best to get the arrears. Some Electricity Boards are paying also. But we can only persuade them by writing letters, telephoning to the Ministers, Chief Ministers etc. When they were not paying, the Central Government adopted a principle of Central appropriation in 1990.

We wanted to appropriate the money of Central Government outlay which was sanctioned to the State Governments. We have now received Rs. 510 crores because of Central appropriation. Even then arrears of Rs. 1,177 crores are pending and surcharge of Rs. 977 crores is pending. The sooner we get the arrears, we shall be in a position to invest that money in other plants. Because the State Government are not paying the arrears, even the World Bank and multi-lateral agencies are not giving loans to the Government so that we can invest that money in the power sector.

SHRI M. V. V. S. MURTHY: Sir, the Government's policy now is to encourage private sector also to enter into the power field. The K. P. Rao Committee which has been constituted to suggest ways and means to improve the system of working of these power plants and the tariff system has suggested a two-point tariff rate. I want to know from the Government whether that proposal will be implemented. I may submit that in case it is implemented the private sector plants that are being started will apply for this two-point tariff rates.

SHRI KALP NATH RAI: Sir, the hon. Member has questioned about

Visakhapatnam power plant. It is a State-sector plant. The coal linkage has been done by the Central Government. There is a resource crunch problem in Andhra Pradesh.

They were advertised and we included that plant in the private sector. It is known that amendment in the electricity act have taken place regarding private sector participation and now any private party is allowed to invest money in the Visakhapatnam plant.

About the second question of K. P. Rao committee's recommendations, I may say that the Committee had suggested two-point tariff rate — one on the capital investment and another tariff on the fuel and working capital investment and another tariff on the fuel and working capital. The two tariffs were been combined together and a notation to this effect has been issued by the Central Government on 1.4.1991. This will be applicable to all the State Government.

[*Translation*]

SHRI NARAIN SINGH CHAUDHRI: Mr. Speaker, Sir, it was proposed to set up two power plants of 844 MW each in the State of Haryana. One at Yamuna Nagar based on thermal power and the other at Faridabad based on gas.

I would like to know that during the eighth five year plan by which year the work is going to start on these two power plants and the time by which work will be completed and whether an allocation for these has been made in the Budget?

SHRI KALP NATH RAI: Mr. Speaker, Sir, power plants are proposed to be set-up at Yamunanagar and Faridabad during the Eighth Five Year Plan. Power plant at Yamunanagar was proposed to be set-up with the Canadian assistance but the Canadian Government has refused to finance this project even then the Government of India has decided that the work of the Yamuna Nagar project should be taken up during the eighth five year plan. Work on Faridabad gas

based power plant will also be taken up during the eighth five year plan, as the concurrence for supply of gas from the Minister of Petroleum has already been obtained.

SHRIMATI SUSEELA GOPALAN: May I know from the hon. Minister whether the proposal to change the site of the Kayankulam thermal plant within the complex but to a thickly populated area will result in the cancellation of the project itself? And already the NTPC has started shifting their offices to other project areas. So I want to know whether it is correct and if it is not correct, when will the project start functioning.

SHRI KALP NATH RAI: Mr. Speaker, Sir, Kayankulam project had been accepted by the Government of India with Russian assistance. As you know, the Soviet Union has disintegrated, even then some delegation to the Indian Government has gone to Russia and they have promised a new commercial credit. In the changed circumstances they have promised to give assistance to Kayankulam.

The next question is that environmental clearance has not been given by the Environment Ministry. Several times the Chief Minister of Kerala, Shri Karunakaran, and several members of Parliament belonging to Opposition parties have also requested me regarding the establishment of Kayankulam in Kerala. I have requested, and written several letters to the Environment Ministry. Up till now, the environment clearance has not been available to us. Even then we are spending money on the infrastructural activities in Kayankulam and in the Eighth Five Year Plan, I want to assure the Members of Parliament that this Kayankulam project will be taken up and will be executed. (*Interruptions*)

[*Translation*]

SHRI SHANKARS INH VAGHELA: Mr. Speaker, Sir, I do not want to go into the details of statewise dues to be recovered by the NTPC. I would like to know that whether

in the matter of recovery of dues some states are being favoured by you and whether recovery of dues pending against any State like DESU has been waived off and secondly what is the cost of production of electricity viz Hydel, Thermal or Gals based power? What is the permunit power tariff charged from all the States and whether there is uniform policy in this matter or different policies are adopted for different states.

My supplementary is in two part. Have you waived of dues of DESU or any other State and what is the cost of production of power?

SHRI KALP NATH RAI: Mr. Speaker, Sir, in reply to the question of the hon. Member I would State maximum amount is outstanding against Bihar like to State that i.e. Rs. 253 crore. Rs. 222 crore is outstanding against Madhya Pradesh and Rs. 100 crore is outstanding against Rajasthan. Request for payment of outstanding dues are made to all the State Governments. The power supply situation can only be improved with mutual understanding and co-operation between the States and the centre. Since you have expressed you desire to know the statewide details of outstanding due, I would like to inform you that on top is the State of Bihar closely followed by Madhya Pradesh and Rajasthan.

SHRI SHANKER SINH VAGHELA: I am not asking anything about outstanding? *(Interruptions)*

MR. SPEAKER: No, not like this. You cannot ask more than one supplementary.

(Interruptions).

MR. SPEAKER: please reply to his main supplementary only.

SHRI KALP NATH RAI: Mr. Speaker, Sir, for recovery of dues the Government can just make humble requests to the State Government, but cannot resort to strong arm tactics. *(Interruptions)*

[English]

MR. SPEAKER: Now, Question No. 268—Shri S. N. Vekaria. Mr. Shankersinh Vaghela, your next question.

(Interruptions).

MR. SPEAKER: I will go to the other question if you don't want.

(Interruptions).

MR. SPEAKER: I have been watching that some that Members are asking the questions interrupting the Ministers and doing like this. This is not correct. Is it in your interest or is it in the interest of the Members who want to ask the question? If you want to ask only question, I will allow it.

(Interruptions).

MR. SPEAKER: If you want only one question to ask, I will allow you one question to be asked, but not like this. Now. Question No. 268, Shri S. N. Vekaria.

[Translation]

Irrigation Projects

*268 SHRI SHIVLAL NAGIBHAI VEKARIA:
SHRI SHANKERSINH VAGHELA:

Will the Minister of WATER RESOURCES be pleased to state:

(a) the number of proposals for small, medium and major Irrigation projects received by the Union Government during each of the last three years, State-wise;

(b) the number of proposals which have since been cleared, State-wise;

(c) the number of proposals still pending with the Union Government. State-wise and the reasons therefore;

(d) the time by which these are likely to be cleared; and

(e) the details of estimated cost in each case?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) to (e) A statement is laid on the Table of the House.

STATEMENT

- A. While Major & Medium Irrigation Projects are received at the Centre for investment clearance by the Planning Commission Minor (small) projects are given clearance by the States themselves.
- B. Statement giving number, Status of appraisal and estimated cost of new Major and Medium Irrigation Projects received from 1.1.1989 to 31.12.1991 is given below.

Status of Appraisal

Sl.No.	State	Total proposals received			Projects considered by Advisory Committee & found acceptable subject to compliance of certain observation by the State	Project put up to the Advisory Committee but consideration deferred	Project on which State Govts. are to sort out various techno-economic issues	Projects sent back to the State Govt.	Estimated cost Rs. crores	
		1989	1990	1991						Total
1	2	3	4	5	6	7	8	9	10	11
1.	Andhra Pradesh	6	2	5	13	—	—	4	9	1593.82
2.	Assam	1	7	—	8	0	1	2	5	485.29
3.	Bihar	11	7	—	18	2	0	6	10	2796.03
4.	Gujarat	—	5	6	11	4	0	4	3	284.90
5.	Haryana	—	2	5	7	—	1	5	1	1250.38
6.	J & K	1	1	—	2	0	0	0	2	14.65

Sl No.	State	Total proposals received						Projects considered by Advisory Committee & found acceptable subject to compliance of certain observation by the State	Project put up to the Advisory Committee but to sort out deferred consideration	Project on which State Govts. are to sort out various techno-economic issues	Projects sent back to the State Govt.	Estimated cost Rs. crores
		1989	1990	1991	Total							
		3	4	5	6	7	8					
7.	Karnataka	—	—	3	3	0	0	0	2	1	395.41	
8.	Kerala	—	2	—	2	0	0	0	1	1	127.16	
9.	M.P.	5	4	4	13	2	1	1	9	1	4210.92	
10.	Maharashtra	3	15	6	24	8	0	0	8	8	964.25	
11.	Manipur	1	—	—	1	0	0	0	1	0	1345.00	
12.	Orissa	5	—	3	8	3	0	0	3	2	1281.74	
13.	Punjab	—	—	3	3	0	0	0	1	2	49.33	
14.	Rajasthan	1	1	13	15	2	0	0	4	9	1017.18	

SHRI SHIVLAL NAGJIBHAI VEKARIA: Mr. Speaker, Sir, in the reply furnished it is stated that 11 projects in Gujarat are to be taken up at the estimated cost of Rs. 234.90 crore. I would LIKE to know why these are being kept pending.

SHRI VIDYACHARAN SHUKLA: Mr. Speaker, Sir, there were many shortcomings in the project proposals for which clarifications have been sought from the State Government and as soon as the clarifications are received, the projects for investment scrutiny will be sent to the Planning Commission after through escorting by the Central Water Commission. After the clearance by the Planning Commission, the work on the projects will be taken up.

SHRI SHIVLAL NAGJIBHAI VEKARIA: Mr. Speaker, Sir, out of total 138 project proposals, 3 have been referred to the Advisory Committee but it has deferred the consideration and 59 have been sent back to the State Government and out of these 59 project proposals 10 pertain to the State of Bihar. I would like to submit that the reply is not totally correct, as even after taking into account the figures of proposals of projects sent back to the State Government the figures are confusing. The hon. Minister may provide details about Bihar.

SHRI VIDYACHARAN SHUKLA: Mr. Speaker, Sir, these figures have been put before this august House only after through scrutiny. No figure out of these is wrong. All these matters have been pending for a long time. There can be difference of opinion about the clearance of these project proposals, but no figure is wrong.

SHRI SHANKERSINH VAGHELA: Just

now the hon. Minister of power was saying.....

(Interruptions)

[English]

MR. SPEAKER: Let it be a very lean and pointed question; otherwise you will get amorphous answers and you will complain later.

[Translation]

SHRI SHANKERSINH VAGHELA: Mr. Speaker, Sir, the question pertains to whole country. It has been stated that the decision on these projects has been pending for the last three years. States submitted proposals regarding Forest Act, 1980, but unilateral decision has been arrived at regarding 10 acres of forest land. Regarding forests the Centre has got powers and the States have got concurred powers. It should not happen that the States keep running to the Centre and whether the States will be given powers to clear projects on their own, if these do not come under the purview of Forest Act.

MR. SPEAKER: Is it a pointed question.

[English]

It is a corpulent question.

[Translation]

SHRI VIDYACHARAN SHUKLA: Mr. Speaker, Sir, only medium and large irrigation project proposals are submitted to the Centre for approval and if the forest area affected is upto 10 acres and these are small irrigation projects then there is no need to sent those to the centre for approval.

[English]

SHRI C. K. KUPPUSWAMY: Mr. Speaker, Sir, is there proposal pending with the Government of India from Tamil Nadu about the implementation of Pandiyaru—Ponambalaru scheme in order to give irrigation and drinking water facilities to Coimbatore and Periyar districts? And also is there any major proposal from Tamil Nadu Government pending with the Union Government in order to make Thanjavur and Tiruchy districts industrially viable?

Sir, I see, there are proposals from the 16 State in the statement given. But there is no proposal for Tamil Nadu. There is no irrigation facility in this area. I would request the Minister to look into the matter.

SHIR VIDHYACHARAN SHUKLA: The statement which I have placed on the Table of the House gives the full particulars of the proposals received for the last three relevant years.

MR. SPEAKER: Today is the birthday of Mr. Kuppusswamy. You can give him something.

SHRI VIDHYACHARAN SHUKLA: The scheme about Tamil Nadu which is an old scheme has not been enquired about in this particular question.

[Translation]

SHRI SHARAD YADAV: Mr. Speaker, Sir, these issues are very complicated ones and issues pertaining to environment, forest and irrigation departments are very important from the point of view agriculture and any delay in solving these matters results in escalation of production costs. The hon. Minister is requested to evolve such a method by which an early decision could be taken in these matters so as to facilitate early clear-

ance of these projects and also to prevent cost escalation, which results in wastage of resources of the country. Therefore, these issues need to be sorted out through mutual understanding and discussions with all the parties, because everytime proceded replise are put before the House on every occasion and therefore, will you take action to clear these so that the cost of production may not escalate?

SHRI VIDYACHARAN SHUKLA: Many difficulties are being faced in the disposal of these cases. Many a suggestions have been given to the State Governments. Some State Government have heeded to those suggestion and Central Water Commission had to overcome many hurdles in these by setting up Central Design Bureau but now the State Government have started to sort out these at their level on our advise. This will help the early settlement of these matters. It is true that delay in clearance to projects results in cost escalation and breeds an variety of difficulties. It is the endeavour of the Central and a few progressive State Governments have given their full co-operation in this regard. This facilitates speedy clearance after scrutiny otherwise it takes a lot of time to clear all the problems. The issues pertaining to irrigation, especially projects involving more than one State, are so complex that as long as all the aspects are not examined thoroughly many a problem are faced in granting clearance.

[English]

SHRI SOBHANADREESWARA RAO VADDE: From the answer given by the hon. Minister, it is obvious that out of 138 project proposals which have come before the Union Government, only three project projects are sent to the Advisory Committee.

I would like to know from the hon. Minister is it not a fact that due to abnormal delay

that is taking place in clearing the project, the estimated costs are increasing a lot. The other day, the hon. Prime Minister was good enough to say that the Government has done away with licence and permit system and have deregulated the licensing system.

I would like to know from the hon. Minister whether the Government will change the present procedure where for some time it is examined in the Central Water Commission and after two or three years, it is sent to environmental and forest clearance. To minimise the time for examining and clearing the proposal in the will the Government bring forward categorical changes in the procedure being followed? Now they have invented a new procedure thereby they simply return the proposal to the State Government. The Centre says, Nothing is pending with us. They send it back to the State Government even for petty things. In respect of Vamsadhara Project Stage II, both the Governments of Andhra Pradesh and Orissa have agreed and the officials have also met and agreed. The submerged area is only 106 acres.

Will the hon. Minister take immediate steps for clearing the Vamsadhara Project Stage II?

SHRI VIDYACHARAN SHUKLA: The delay is often because the procedure laid down by common consent of the State Government and the Central Government is not properly followed. That is the main reason for delay that takes place.

As far as the environment and the forest clearance is concerned, it is the responsibility of the State concerned to obtain these clearances.

As far as this particular Ministry is con-

cerned, we go into the technical questions of hydrology, water availability and various other technical matters regarding the dam safety.

But if there is delay in environmental matters and forest clearance, we would like to help the State Government Concerned but the State Government themselves have to take steps to get expeditious clearance from the concerned Ministries.

As far as this Vamsadhara Project which the hon. Members is anxious to know is convened, it has already been referred to the Advisory Committee and they have cleared it. Now, it is under implementation and I hope there would be no further delay in the matter.

Underutilisation of Equipments by AIR Doordarshan

*269 SHRI C. P. MUDALA GIRI-
YAPPA:
SHRI K. H. MUNIYAPPA:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether sophisticated broadcasting equipments available with the All India Radio and Doordarshan are underutilised: and

(b) if so, the steps taken by the Government for the proper utilisation of these equipments?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (KUMARI GIRIJA VYAS):

(a) and (b) The broadcast equipment available with All India Radio and Doordarshan is optimally utilised in a planned manner, ac-

ording to requirement and availability of resources.

SHRI C. P. MUDALA GIRIYAPPA:

Will the hon. Minister be pleased to state whether there are certain equipments like paint box in Delhi Doordarshan which are under-utilised for want of enough trained personnel and infrastructure both to operate and to make use of it and also is it true that when there are modern versions of these machines, outside agencies are making use of the same machines much more than what the Delhi Doordarshan is making use of them?

THE MINISTER OF STATE OF THE MINISTRY OF INFORMATION AND BROADCASTING (SHRI AJIT PANJA): I need separate notice on whether in this particular station, the Delhi Doordarshan, paint boxes are under-utilised. I will write a letter to the hon. Member so far as this question is concerned after ascertaining the facts.

SHRI C. P. MUDALA GIRIYAPPA:

There is hot switch system through which all the major Kendras in the country can contribute to national news bulletins. But I understand that this hot switch system is not being used at present. Does it not prove that facilities are there but they are not being utilised?

SHRI AJIT PANJA: I could not followed the question.

MR. SPEAKER: Repeat it.

SHRI C. P. MUDALA GIRIYAPPA:

There is hot switch system through which all the major Kendras in the country can contribute to national news bulletins. But I under-

stand that this hot switch system is not being used at present. Does it not prove that facilities are there but they are not being utilised?

SHRI AJIT PANJA: It may not. Technical developments are taking place almost every day in this system and, therefore, it may be that some changes have taken place in hot switch. We have found out that some change of technology has taken place. If I come to know hot switch of which station, certainly I will be able to answer. But generally we have not received any such complaint or any such point that hot switches all over are not being utilised. We have not received any such complaint.

SHRI K. H. MUNIYAPPA: I would like to know whether the existing facility to have a round-the-clock national net work both for television and radio through satellite and micro-wave link and the abundant facilities a which All India Radio has to have more than one national channel have been fully utilised or whether they are not utilised for want of political will and committed technical skill. If they are not utilised, will the hon. Minister be pleased to state the reasons thereof and the steps taken by the Centre in this regard.

SHRI AJIT PANJA: As far as Door-darshan is concerned, we have submitted a proposal for second national network N.2 to the Planning Commission and I replied here that has been accepted informally. But we have not yet received any written confirmation. So far as Radio is concerned, it is functioning now with several Channels. There is no such demand.

WRITTEN ANSWERS TO QUESTIONS[*Translation*]**Wireless Communication Facility in Hilly Areas**

*270. SHRI SANTOSH KUMAR
GANGWAR:
SHRI BALRAJ PASSI:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to provide wireless communication facility in hilly areas of Uttar Pradesh;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the places in the country where wireless communication system has been introduced at present?

THE MINISTER OF STATE IN THE MINISTRY OF COMMUNICATIONS (SHRI RAJESH PILOT): (a) Yes, Sir.

- (b)(b) (i) Exchanges at Dehradun, Mussorie, Nainital, Pilibhit, Uttarkashi, Gopeshwar/Chamoli, Pauri, Lansdown, Almora, Pithoragarh, Haidwani, Burkanda, Tehri & Dakpathar have been connected by Radio systems to the rest of the net work.
- (ii) Exchanges at Uttarkashi, Badrinath, Srinagar and Joshimath have been connected with Satellite Radio Systems.
- (iii) During 1992-93, it is proposed to connect exchanges at Ranikhet and Kausani by Radio Relay System.

(iv) A Plan to provide public telephones at Panchayat headquarters by Multi-access Radio system, has also been taken up.

(v) It is proposed to connect more numbers of telephone exchanges and public telephones at Panchayat headquarters in the hilly areas of Uttar Pradesh by means of wireless radio system or satellite radio system.

(c) Does not arise.

(d) Details as per attached Statement.

STATEMENT

Hilly Places in the country where wireless communication systems have been introduced to connect exchanges to the rest of the network.

Himachal Pradesh	Simla, Dalhousie, Kasauli, Mandi, Chamba, Dharamshala, Hamirpur, Una, Nangal, Solan, Nahan.
J & K	Srinagar, Jammu, Udhampur, Baramulla Sopore, Avantipur, Gulmarg, Martand, Anantnag, Berinag, Bātote, Kathua, Nagrota, Kupwara.
West Bengal	Darjeeling, Kalimpong, Kurseong, Tiger Hill.
Sikkim	Gangtok, Gayzing, Namchi.
North-East	Aizwal, Imphal, Kohima, Dimapur, Shillong, North Lakhimpur, Itanagar, Passighat, Tezpur, Cha-

makhwa, Tinsukhia, Khonsa, Digboi, Narangi, Silchar, Bomdilla, Agartala, Kailashohr, Mukokuchung, Chandel, Ukhrool, Saiha, Lungleh, Sibasagar, Mon, Wokha, Churachandpur, Tuyensang, Badarpur, Karimganj, Znebhoto, Jowai, Senapati, Phek, Duliajan, Nongstoin, Jorhat, Golaghat, Thoubal, Bishanpur, Dhemaji, Dibrugarh.

Tamil Nadu Kodiaknal, Ooty, Coonor.

Kerala Iduki, Munar, Peermedu, Nedungan.

Karnataka Nandi Hill, Marcara, Shimoga, Chikmangalur.

Andhra Pradesh Tirumala.

Doordarshan and Akashvani Kendras in Rajasthan

*271. PROF. RASA SINGH RAWAT:
SHRI GUMAN MAL LODHA:

Will the Minister of INFORMATION AND

BROADCASTING be pleased to state:

(a) the locations of new Doordarshan and Akashvani Kendras set up in Rajasthan during the last six months along with capacity of each of such kendras;

(b) the percentage area of the State presently covered by Doordarshan and Akashvani Kendras;

(c) whether the Government have received any representations for increasing the capacity of various Kendras;

(d) if so, the details thereof and the steps taken or proposed to be taken by the Government to increase their capacity in near future; and

(e) the locations of new Akashvani and Doordarshan Kendras proposed to be set up in Rajasthan during 1992-93?

THE MINISTER OF STATE IN THE MINISTRY OF INFORMATION AND BROADCASTING (KUMARI GIRIJA VYAS):

(a) to (e). Whereas a low power (100 W) TV Transmitter was commissioned at Nathdwara in Rajasthan during the last six months, four new Radio Stations as per details given below were commissioned in Rajasthan during the same period.

(i)	Nagaur	2 x 3 KW FM Transmitter and multi-purpose studio
(ii)	Banswara	2 x 3 KW FM Transmitter and multi-purpose studio
(iii)	Chittorgarh	3 KW FM Transmitter
(iv)	Barmer	20 KW MW Transmitter, multi-Purpose studio

About 30.8% area of Rajasthan is at present, covered by TV service (inclusive of fringe areas where elevated antennae and boosters are required for obtaining reception). As regards radio service, 90% of the

area of Rajasthan is covered by the existing radio stations.

Representations have been received from time to time for increasing the capacity

of various TV transmitting stations in Rajasthan. High power TV transmitters are presently under implementation at Bundi, Jaisalmer & Barmer in replacement of the present low power transmitters there. The high power transmitter at Bundi is expected to be commissioned during 1992-93. The remaining transmitters would be commissioned subsequently. The existing low power transmitters at Jodhpur, Udaipur, Ajmer and Anupgarh are envisaged to be replaced by high power transmitters, subject to availability of resources. As regards Radio service, representation has been received for increasing the capacity of the AIR station at Kota. As per the International Telecommunication Union agreement, the maximum power assigned for AIR, Kota is 1 KW on medium wave and as such, there is no scope for increasing the power of this transmitter. However, the existing 10 KW MW Transmitter at Bikaner is being upgraded to 20 KW.

During the year 1992-93, five new Radio Stations, one each at Churu, Jhalawar, Sawai Madhopur, Jaisalmer and Mount Abu are envisaged to be commissioned in the State of Rajasthan. As regards TV service, besides establishment of a high power TV transmitter at Bundi in replacement of the existing low power TV transmitter there, new TV transmitting stations are envisaged to be set up at Gangapur, Sreedungargarh and Sujargarh in Rajasthan during 1992-93.

[English]

Air Links to New Areas

*272. DR. P.R. GANGWAR:
SHRI KASHIRAM RANA:

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

(a) the names of places which are air-linked, State-wise;

(b) the names of places which are proposed to be airlinked during the next five years;

(c) whether any scheme to airlink various districts of the States in future is under consideration of the Government;

(d) if so, the details thereof; and

(e) the steps being taken in this regard?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA): (a) A statement is laid on the table of the House.

(b) to (e). Indian Airlines and Vayudoot have at present no plans to introduce air services to any new station in India. Airlinking of new stations will, however, depend on traffic potential, availability of airport infrastructural facilities and operating aircraft capacity.

STATEMENT

(a) Statewise details of places linked by Indian Airlines and Vayudoot are given below:-

Sl. No.	State	Capital	Airports served by Indian Airlines	Airports served by Vayudoot
1.	Andhra Pradesh	Hyderabad	Hyderabad/Vizag	Hyderabad/Rajamundry/Tirupati/Vijaywada
2.	Assam	Dispur	Dibrugarh/Guwahati/Joihat/Silchar/Tezpur	Guwahati/Jhrhat/Lisaberi/Silohar/Dbrugarh
3.	Arunchal Pradesh	Itanagar		Zero
4.	Bihar	Patna	Patna/Ranchi	Jamshedpur
5.	Gujarat	Gandhinagar	Ahmedabad/Bhavnagar/Bhuj/Jamnagar/Rajkot/Vadodra	Kandla/Porbandar/Keshodi/Rajkot/Ahmedabad Vadodra
6.	Himachal Pradesh	Shimla		Kullu/Shimla/Gaggal
7.	Jammu & Kashmir	Srinagar	Jammu/Leh/Srinagar	
8.	Karnataka	Bangalore	Bangalore/Mangalore	Bangalore/Belgaum
9.	Kerala	Trivandrum	Calicut/Cochin/Trivandrum	Cochin
10.	Madhya Pradesh	Bhopal	Bhopal/Gwalior/Indore/Khajuraho/	
11.	Maharashtra	Bombay	Aurangabad/Bombay/Nagpur/Rajpur	Bombay/Pune/Kolhapur

Sl. No.	State	Capital	Airports served by Indian Airlines	Airports served by Vayudoot
12.	Manipur	Imphal	Imphal	
13.	Meghalaya	Shillong		Shillong
14.	Mizoram	Aizwal		Aizwal
15.	Nagaland	Kohima	Dimpur	-
16.	Orissa	Bhubaneshwar	Bhubaneshwar	-
17.	Punjab	Chandigarh	Amritsar	Ludhiana
18.	Rajasthan	Jaipur	Jaipur/Jodhpur/Udaipur	Jodhpur/Jaisalmer
19.	Tamilnadu	Madras	Coimbatore/Madras/Madurai/Trichy	Coimbatore/Madras
20.	Tripura	Agartala	Agartala	Agartala/Kailashahar
21.	Uttarpradesh	Lucknow	Agra/Lucknow/Varanasi *Allahabad/Gorakhpur/Kanpur	Deradun/Kanpur/Lucknow
22.	West Bengal	Calcutta	Bagdogra/Culcutta	Culcutta/Cooch Behar
23.	Goa	Panaji	Dabolim	Dabolim

Sl. No.	State	Capital	Airports served by Indian Airlines	Airports served by Vayudoot
UNION TERRITORIES				
1.	Andaman & Nicobar	Port Blair	Car Nicobar/Port Blair	
2.	Chandigarh	Chandigarh	Chandigarh	Chandigarh
3.	Delhi	Delhi	Delhi	Delhi
4.	Lakshadweep	Kavaratti	-	Agatti
5.	Pondicherry	Pondicherry	-	Pondicherry

(*) Operations temporarily suspended.

[Translation]

Development of Tourist Spots

*273. SHRI DEVI BUX SINGH:
DR. RAMESHCHAND TOMAR:

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

(a) whether the Union Government have received any proposal for the Government of Uttar Pradesh and Gujarat regarding promotion of new tourist spots during 1991-92;

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

(c) the allocations proposed to be made for promotion of these tourist spots in each State during 1992-93?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA): (a) to (b). Yes, Sir. On the request of the State Governments of Uttar Pradesh and Gujarat, following projects identified for central financial assistance for the year 1991-92 alongwith their status are given as under:-

<i>Uttar Pradesh</i>	<i>Action Taken</i>
1. Wayside facilities one each at Lalitpur and Bilari	Sanctioned
2. Tourist Complex at Devaria	Revised proposal awaited
3. Yatri Niwas one each at Ayodhya and Chitrakoot	Complete proposals not yet received
<i>Gujarat</i>	
1. Tourist Complex one each at Bhuj Shyamalaji and Ukai Lak	Sanctioned
2. Wayside facilities at Navasari, Bhimnath and Kamrej	Sanctioned
3. Tourist Complex at Sola and wayside amenities at Limkhera	Under consideration
4. Yatri Niwas at Dwarka	Proposal awaited
5. Additional accomodation at Gandhi Ashram and Saputara	Under consideration

(c) The Central Department of Tourism would provide funds during 1992-93 in respect of the projects sanctioned during

1991-92 based on the progress of their implementation.

[English]

Pilots of Indian Airlines and Air India

*274. SHRI A. CHARLES: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the minimum educational qualifications and age fixed for selection of pilot trainees in the Indian Airlines and Air India;

(b) the duration of training and the approximate expenditure being incurred in training a pilot till he is appointed as a full time probationer;

(c) the details of perks and perquisites offered to the pilots;

(d) the number of times the pilots of the Indian Airlines and Air India resorted to strikes during the last five years and the reasons therefor; and

(e) the total estimated loss suffered by these airlines as a result thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) to (e). A Statement is laid on the Table of the House.

STATEMENT

(a) *The minimum educational qualifications and age fixed for selection of pilot trainees in the Indian Airlines and Air-India is as under:—*

<i>Indian Airlines</i>	<i>Air India</i>
Educational Qualifications:	Educational Qualifications:
Matriculation or equivalent Graduates preferred.	Should have passed Higher SECONDARY (10+2) or equivalent Examination. Preference will be given to Science Graduates
Age:	Age:
30 years relaxable 5 years in the case of SC/ST candidates. Upper age limit relaxable for one year subject to a maximum of 2 years for every completed 300 hours of flying experience over the minimum requirement for commercial pilot's licence.	30 years for general candidates Relaxable by five years in the case of SC/ST candidates.

(b) In Indian Airlines and Air India, the duration of training for a trainee pilot is 12-18 months; the approximate expenditure per trainee in Indian Airlines is Rs. 11.25 lakhs and the approximate expenditure is Rs. 6 lakhs per trainee in Air India.

(c) In addition to basic pay, the pilots in Air India and Indian Airlines get various allowances. These are listed in Appendix-I.

(d) and (e). Pilots in Air India have resorted to strikes on eight occasions during

the last five years; pilots of Indian Airlines have disrupted the schedules thrice during the last five years. Disruption of flights causes inconvenience passengers and leads to loss of revenue directly and indirectly due to

erosion of goodwill. Therefore, it is difficult to quantify the exact loss due to disruption of flight schedule.

APPENDIX-I

Allowances Paid to Pilots in Air India/Indian Airlines

<i>Air India</i>	<i>Indian Airlines</i>
Additional Pay	Additional Pay
Oversease Operation Allowance	Licence Allowance
Special Parity Allowance	Variable Dearness Allowance
RT Allowance	House Rent Allowance
Variable D.A.	City Compensatory Allowance
House Rent Allowance ment for operation of the various Kit Maintenance Allowance	Type Allowance (varies with the endorse- types of aircraft.
Telephone Allowance	R.T. Allowance
City Compensatory Allowance	Command Pay (for possessing command rating)
Special Travelling Allowance	
Personal Pay	Efficiency Bonous
Type Allowance	Kitt Maintenance Allowance
Excess Flying Pay	Telephone Allowance
Meal Allowance/Layover Allowance	Compensatory Allowance (only in the case of A-300 pilots)
Check Allowance (for Check Pilots only)	Special Travelling Allowance
Entertainment Allowance (on flight duty abroad)	Additional Special Travelling Allowance (only for pilots with 500 hours as pilot in command)
Command Pay (only for senior captions)	Stay Over Allowance

*Air India**Indian Airlines*

Meal Allowance

Light Refreshment allowance

Entertainment Allowance

Two Crew Allowance (only for B-737/A-320 pilots)

Qualification Allowance

Simulator Instructor's Allowance (when deputed for imparting training on simulator)

Excess Flying Pay

Operational Control Allowance (for pilots who qualify to exercise operational control duty)

Sponsored Programmes on Doordarshan

*275. SHRI S.B. SIDNAL: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government have short listed proposals for sponsored programmes;

(b) if so, the number of proposals short listed and the reasons therefor;

(c) the maximum yearly requirement of sponsored serials;

(d) whether the proposals received has been categorised; and

(e) if so, the details thereof?

THE DEPUTY MINISTER IN THE

MINISTRY OF INFORMATION AND BROADCASTING (KUMARI GIRIJAY VYAS): (a) to (c). Doordarshan has recently released to provisional short list of 432 proposals for sponsored programmes based on the recommendations of the Selection Committees set up for this purpose and keeping in mind their annual absorptive capacity of approximately 70 such programmes.

(d) and (e). The proposals received have been categorised in the following categories:

(i) Family serials

(ii) Comedy serials

(iii) Serials based on classics/ovels

(iv) Short stories

- (v) Detective serials
- (vi) Socially relevant/Environment serials
- (vii) Science fiction
- (viii) Historicals/cultural
- (ix) Quiz programmes
- (x) Children' serials (cartoon/children' serials/animation); and
- (xi) Documentaries

World Bank Assistance for Power Projects

*276. SHRI K.V. THANGHALU: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

- (a) the estimated shortage of power at present in the country;
- (b) whether the Government have sought the assistance of the World Bank in this regard;
- (c) whether the World Bank has sanctioned any loan for the purpose; and
- (d) if so, the manner in which this loan is proposed to be spent?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND

NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) During the period April, 1991 – February, 1992, the energy shortage in the country was of the order of 7.8%.

(b) to (d). Keeping in view the requirement and availability of financial resources for the power programme, specific projects are posed to the World for financial assistance from time to time. At present, twenty-two projects are being financed by the World Bank involving a total financial assistance of US \$ 6.957 billion.

[Translation]

Demand and Production of Steel

*277. SHRI PHOOLCHAND VERMA: DR. LAXMINARAYAN PANDEYA:

Will the Minister of STEEL be pleased to state:

- (a) the total requirement and the actual production of steel in the county during each of the last three years;
- (b) the steps taken or proposed to be taken to increase its production; and
- (c) the selling rate of steel in India as compared to U.S.A., Germany Japan and South Korea?

THE MINISTER OF STATE OF STEEL (SHRI SONTOSH MOHAN DEV): (a) Demand and production of finished steel has been as follows:

Million tonnes

	1989-90	1990-91	1991-92
Estimated demand	14.98	15.52	16.35
Production	13.00	13.53	14.55
			(expected)

(b) Steps taken by SAIL to increase the production of steel are as follows:

- Modernisation and technological upgradation to improve plant performance.
- Reduction in coke rate and energy consumption to get better output from available from available inputs
- Ensuring adequate availability of inputs of right quality and quantity
- Augmentation of Captive power generation to reduce dependence on the grid.
- Improved maintenance of plant and equipment.
- Ensuring harmonious industrial relations.

The other measures taken to increase production are as follows:

In the News Industrial Policy, the iron & steel industry has been removed from the list of industries reserved for the public sector. It has also been exempted from the requirements of compulsory licensing under the Industries (D&R) Act, 1951. Custom duty on imported scrap has been reduced from 35% to 10%. These measures are aimed at attracting sizeable private investment in the secondary steel sector and increasing production in this sector.

Deregulation of iron and steel announced on 16.1.92 would further result in improved efficiency and competitiveness and provide requisite environment for the creation of new capacities in the private sector.

This would also enable the public sector to generate resources for their modernisation and expansion programmes.

(c) No reliable information about comparable selling prices in these countries is available.

[English]

Operational efficiency of Indian Airlines

*278. SHRIRAJNATH SONKAR SHASTRI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the details of existent number of aircraft with the Indian Airlines, category-wise;

(b) the total number of aircraft grounds and the number of aircraft actually in operation category-wise;

(c) the financial loss accruing to the Indian Airlines on account of grounding these aircraft; and

(d) the steps taken or proposed to be taken to keep the full fleet air worthy at all times?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRIMADHAVRAO SCINDIA): (a) to (d). The existing fleet of Indian Airlines consists of 11 Airbus A-300, 18, Airbus A-320, 23 Boeing 737 and 3 F-27 aircraft. The F-27 aircraft are presently on lease to Coast Guard and Vayudoot.

Generally, 12 out of the 52 aircraft remain grounded for routine maintenance checks. The details are given below:-

	<i>Aircraft in operation</i>	<i>Aircraft for outline maintenance</i>
Airbus A-300	7	4
Airbus A-320	15	3
Boeing 737	18	5
Total	40	12

All aircraft of Indian Airlines are in air-worthy condition. Aircraft have to be grounded periodically for mandatory maintenance checks. Indian Airlines is taking steps to ensure that aircraft remains grounded for the minimum period necessary for carrying out the checks.

Flood Control Schemes

*279. SHRI BHAGWAN SHANKAR RAWAT:
SHRI SIMON MARANDI:

Will the Minister of WATER RESOURCES be pleased to state:

(a) the details of the flood control schemes submitted by the Governments of

Bihar, Uttar Pradesh, Gujarat Maharashtra Rajasthan and Andhra Pradesh which are pending with the Central Water Commission;

(b) the cost of each of these schemes;

(c) the steps taken/proposed to be taken to expedite the clearance of these schemes.

(d) the details of ongoing flood control projects in the country, State-wise; and

(e) the benefit derived so far from those projects?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) to (e). A Statement is laid on the table of the House.

STATEMENT

(a) and (b). Details of the flood control schemes of other, Uttar Pradesh, Gujarat Maharashtra Rajasthan and Andhra Pradesh pending with Central Water Commission/Ganga Flood Control Commission:

S. No.	No. of Schemes	Estimated Cost	Status
		(Rs. Lakhs)	
<i>Bihar</i>			
1.	3 Schemes	3936.25	Comments sent to State Government

S. No.	No. of Schemes	Estimated Cost (Rs. Lakhs)	Status
2.	2 Schemes	1797.13	Under examination
<i>Uttar Pradesh</i>			
1.	10 Schemes	1686.10	Recommended to Planning Commission
2.	12 Schemes	4688.20	Comments sent to State Government
3.	2 Schemes	563.52	Under examination
<i>Gujarat</i>			
1.	2 Schemes	145.92	Examination completed by Central Water Commission & proposals found acceptable for recommendations to Planning Commission
<i>Rajasthan</i>			
1.	1 Scheme	47.69	Comments sent to State Government
<i>Maharashtra & Andhra Pradesh</i>			
No schemes pending			

(c) The clearance of the schemes of which observations have been sent to the States for carrying out modifications would depend upon how soon the states respond for the examination of the schemes in the Central Water Commission & in the Ganga

Flood Control Commission a specific time schedule has been laid down.

(d) Details of the ongoing flood control projects in the country state-wise;

S. No. *Name of the States* *Balance cost of the schemes
spilling over into VIth Plan*

(Rs. in crores)

1.	Andhra Pradesh	98.09
2.	Arunachal Pradesh	7.42
3.	Assam	30.51
4.	Bihar	243.14
5.	Goa	22.0
6.	Gujarat	47.01
7.	Haryana	60.30
8.	Himachal Pradesh	Not reported
9.	Jammu & Kashmir	135.19
10.	Karnataka	Nor reported
11.	Kerala	4.80
12.	Madhya Pradesh	4.08
13.	Maharashtra	0.99
14.	Manipur	12.74
15.	Meghalaya	0.66
16.	Mizoram	0.40
17.	Nagaland	Nor reported
18.	Orissa	10.30
19.	Punjab	125
20.	Rajasthan	98.55
21.	Sikkim	0.04

<i>S. No.</i>	<i>Name of the States</i>	<i>Balance cost of the schemes spilling over into VIth Plan</i>
		<i>(Rs. in crores)</i>
22.	Tamil Nadu	4.53
23.	Tripura	5.03
24.	Uttar Pradesh	194.46
25.	West Bengal	765.16
	Total	1870.40

The spillover cost is for the schemes approved by Government of India as well as those directly issued by the States

(e) Benefit derived from the Flood Management Schemes State-wise

<i>S. No.</i>	<i>Name of the State</i>	<i>Area benefited</i>
		<i>(Million Hectares)</i>
1.	Andhra Pradesh	1.010
2.	Arunachal Pradesh	—
3.	Assam	1.637
4.	Bihar	1.389
5.	Goa	0.0006
6.	Gujarat	0.441
7.	Haryana	1.730
8.	Himachal Pradesh	0.012
9.	Jammu & Kashmir	0.183
10.	Karnataka	0.0022
11.	Kerala	0.0518

<i>S. No.</i>	<i>Name of the State</i>	<i>Area benefited</i> <i>(Million Hectares)</i>
12.	Madhya Pradesh	0.003
13.	Maharashtra	0.001
14.	Manipur	0.090
15.	Meghalaya	0.089
16.	Mizoram	—
17.	Nagaland	—
18.	Orissa	0.475
19.	Punjab	2.675
20.	Rajasthan	0.0816
21.	Sikkim	0.0002
22.	Tamil Nadu	0.117
23.	Tripura	0.030
24.	Uttar Pradesh	1.500
25.	West Bengal	1.987
	Total	14.0054 Million Hectares

Flights to Gulf Countries

*280. SHRI P.C. THOMAS:
SHIR GOVINDRAO NIKAM:

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

(a) the details of flights from Trivandrum to Gulf countries;

(b) whether the air tariff levied in this sector by the Air India and the Indian Airlines is much higher than the International tariffs approved by the I.A.T.A.;

(c) if so, the details of tariff in this sector and the tariff levied from Bombay to Gulf countries;

(d) whether several representations have been made to reduce the air fare between Trivandrum and Gulf countries in order to suit the International tariffs.

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

(f) whether the Government propose to give fifty per cent concession to students travelling in this sector; and

(g) if not the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Air India and Gulf Air are operating 14 and 4 weekly frequency respectively between Trivandrum and points in Gulf.

(b) No, Sir.

(c) Does not arise.

(d) and (e). The Government have received representations from time to time for reduction in air fares on India-Gulf sector.

International fares are established through the multinational forum of International Air Transport Association.

(f) No, Sir.

(g) Owing to budgetary constraints, Government is not in a position to subsidise international travel by students.

Foreign Aided Irrigation Projects

*281. DR. KARTIKESWAR PATRA:
SHRI DHARMANNA MON-
DAYA SADUL:

Will the Minister of WATER RESOURCES be pleased to state:

(a) the progress made on foreign aided irrigation projects so far in each State;

(b) the time by which these are likely to be completed?

(c) whether proposals have been received by the Union Government for the extension of these projects upto next three years;

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

(e) the details of assistance to be provided during 1992-93 State-wise?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARA SHUKLA): (a) to (d). A Statement is laid on the Table of the House.

(e) Additional Central assistance States during 1992-93 on account of implementation of externally aided irrigation projects would depend on reimbursement of foreign exchange actually realised by the project.

Sl. No.	Name of the Projects	Donor agency	Amount of Assistance	Credit closing date/expected completion date	Cumulative utilization as on 31.1.92	Proposal received for extension of projects scheduled to close within 1 year	Remarks
1	2	3	4	5	6	7	8
	ANDHRA PRADESH						
1.	A.P. Irrigation Project	IDA IBRD	SDR 127.5 m. Us \$ 131.0 m.	30.6.94	31,956	No	-
	BIHAR						
2.	Bihar Public Tubewells Projec	IDA	SDR 59.5 m.	31.5.94	14,225 m.	No	-
	GUJARAT						
3.	Gujarat Medium Irrigation	IDA	SDR 164.3 m.	31.12.92	133,054	No	-
4.	Sardar Sarover Water Delivery	IDA	SDR 149.5 m.	1.7.92	140,906 m.	Yes.	The SSNNL have requested the Department of Economic Affairs.

Sl. No.	Name of the Projects	Donor agency	Amount of Assistance	Credit closing date/expected completion date	Cumulative utilization as on 31.1.92	Proposal received for extension of projects scheduled to close within 1 year	Remarks
1	2	3	4	5	6	7	8
	HARYANA						
5.	Haryana Irrigation-II Project	IDA	139.0 m.	137.296 m.	No	-	
	KARNATAKA						
6.	Upper Krishna Phase-II Irrigation Project.	IDA IBRD	119.0 m. 165.0 m.	31.12.96	34,406 m.	No	
	MAHARASHTRA						
7.	Maharashtra Composite Project-III	IDA	166.4 m.	3.6.92	45,948 m.	Yes	Under Consideration with World Bank. Sought upto 30th June, 1995.
8.	Maharashtra Minor Irrigation Project	US AID	47.00 m.	31.8.92	29,354 m.	No	

Sl. No.	Name of the Projects	Donor agency	Amount of Assistance	Credit closing date/expected completion date	Cumulative utilization as on 31.1.92	Proposal received for extension of projects scheduled to close within 1 year	Remarks
1	2	3	4	5	6	7	8
9.	Water Control System for diversification of Crops in Maharashtra.	EEC	15.00 m. ECU	31.12.94	1.056 m.	No.	-
	MADHYA PRADESH						
10.	Madhya Pradesh Minor Irrigation Project.	US AID	46.00 m. US \$	30.6.92	32.726 m.	No.	-
	PUNJAB						
11.	Punjab Irrigation & Drainage Project.	IDA IBRD	117.7 m. 15.0 m. SDR US \$	31.3.98	11.844 m.	No.	-
	UTTAR PRADESH						
12.	Upper Ganga Modernisation Irrigation project	IDA	117.5 m. SDR	30.9.92	76.356 m.	No.	-
13.	Indo-Dutch Tubewells Project	Netherlands	90.0 m. D.G	March, 93	52.443 m.	No.	-

Sl. No.	Name of the Projects	Donor agency	Amount of Assistance	Credit closing date/ expected completion date	Cumulative utilization as on 31.1.92	Proposal received for extension of projects scheduled to close within 1 year	Remarks
1	2	3	4	5	6	7	8
WEST BENGAL							
14.	West Bengal Minor Irrigation Project.	IDA	SDR 101.0 m.	31.3.92	27.808 m.	Yes	Under consideration sought upto with World Bank 31st March,94
TAMIL NADU							
15.	Periyar Vaigai Irrigation-II	IDA	SDR 16.6 m. SF 16.6 m.	30.4.92	10.776 m.	Yes	Under consideration sought upto with World Bank 30th March,93
16.	Modernisation of Tank Irrigation System Phase-II	EEC	ECU 24.50 m.	31.10.95	1.705 m.	No.	
ORISSA							
17.	Upper Indravati Irrigation Project.	OECF, Japan.	Yen 3744 m.	15.12.93	534.274 m.	No	

Sl. No.	Name of the Projects	Donor agency	Amount of Assistance	Credit closing date/expected completion date	Cumulative utilization as on 31.1.92	Proposal received for extension of projects scheduled to close within 1 year	Remarks
1	2	3	4	5	6	7	8
18.	Upper Kolab Irrigation Project.	OECF Japan.	Yen 3769 m.	15.12.93	642.269 m.	No	-
	RAJASTHAN						
19.	Rajasthan Minor Irrigation Project.	German	DM 15 m.	31.12.93	1.714 m.	No.	-
	MULTI STATE PROJECTS						
20.	Sardar Sarover Dam & Power Project.	IDA IBRD	SDR US \$ 99.7 m. 200.0 m.	30.6.95	102.498 m.	No	-
21.	Dam Safety Assurance & Rehabilitation Project.	IDA IBRD	SDR US \$ 96.2 m. 23.00 m.	30.9.97	8.00 m.	No.	-
22.	National Water Management Project.	IDA	SDR 93.2 m.	31.3.94	31.653 m.	No.	-

Sl. No.	Name of the Projects	Donor agency	Amount of Assistance	Credit closing date/ expected completion date	Cumulative utilization as on 31.1.92	Proposal received for extension of projects scheduled to close within 1 year	Remarks
1	2	3	4	5	6	7	8
23.	Water Resources Management & US AID Training Project.	US \$	51.0 m.	30.9.92	35.231 m.	No.	Extension sought from USAID upto 30.9.93.
HIMACHAL PRADESH							
24.	Hill Areas Land & Water Development Project.	US \$	42.0 m.	30.9.92	15.700 m. (uptill 12/91)	No.	
ABBREVIATIONS							
<p>IDA - International Development Association, IBRD - International Bank for Reconstruction and Development, SDR - Special Drawing Rate, EEC - European Economic Community USAID - United States Agency for International Development. D.G.- Dutch Guilder OECF - Overseas Economic Cooperation Fund DM- Deutsche Mark SF - Special Fund.</p>							

100 MW Unit In Tamil Nadu

*282. SHRIP.G. NARAYANAN: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether any foreign company submitted a proposal to his Ministry for setting up a 100 MW Power unit in Tamil Nadu coast offering to invest hundred per cent equity;

(b) if so, the details thereof;

(c) whether the proposal has been cleared; and

(d) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATHRAI): (a) No, Sir.

(b) to (d) Do not arise.

Vijayanagar Steel Plant

*283. SHRI G. MADEGOWDA: Will the Minister of STEEL be pleased to state:

(a) whether the Government have received project report prepared by MECON on Vijaynagar Steel Plant;

(b) whether any decision has been taken to set up the proposed Plant in the joint sector;

(c) if so, the details thereof;

(d) if so, whether the land already acquired for this purpose will be handed over to the joint stock company; and

(e) if so, whether the Government pro-

pose to permit the Company to float bonds in this regard?

THE MINISTER OF STATE OF STEEL (SHRI SONTOSH MOHAN DEV): (a) to (c). Karnataka State Industrial Investment and Development Corporation (KSIIDC), an undertaking of the Government of Karnataka, proposes to set up an integrated steel plant in Bellary area of Karnataka in joint sector with M/s. Essar Gujarat Limited. For this purpose, they have engaged MECON to prepare a feasibility report.

(d) The proposal of the Karnataka State Government for transfer of land is under consideration.

(e) There is no such proposal under consideration.

[*Translation*]

Doordarshan Relay Centres

*284. SHRI LALIT ORAON: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the number of Doordarshan relay centres in the country, State-wise;

(b) the places in each State where relay centres are proposed to be set up during 1992-93 and the capacity of such centres;

(c) whether any relay centres are likely to become operational in Bihar during 1992; and

(d) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (KUMARI GIRIJA VYAS): (a) to (d). A Statement is laid on the Table of the House.

STATEMENT

Number of TV transmitters functioning at present in various States and Union Territories of the country is given below:

<i>Sl. No.</i>	<i>State/Union Territory</i>	<i>Number of TV transmitting Stations</i>
1.	Assam	13
2.	Andhra Pradesh	31
3.	Arunachal Pradesh	19
4.	Bihar	32
5.	Goa	1
6.	Gujarat	32
7.	Haryana	5
8.	Himachal Pradesh	14
9.	Jammu & Kashmir	17
10.	Kerala	15
11.	Karnataka	28
12.	Madhya Pradesh	54
13.	Meghalaya	4
14.	Manipur	5
15.	Msharashtra	44
16.	Mizoram	3
17.	Nagaland	7
18.	Orissa	24
19.	Punjab	8

<i>Sl. No.</i>	<i>State/Union Territory</i>	<i>Number of TV transmitting Stations</i>
20.	Rajasthan	38
21.	Sikkim	4
22.	Tamil Nadu	26
23.	Tripura	2
24.	Uttar Pradesh	65
25.	West Bengal	14
26.	Delhi	1
27.	Andaman & Nicobar Islands	8
28.	Daman & Diu	2
29.	Pondicherry	4
30.	Lakshadweep Islands	9
31.	Chandigarh	1
32.	Dadra & Nagar Haveli	1
Total		531

(excluding 4 transmitters for
second channel service)

The places where TV transmitters are planned to be set up by the end of 1992-93 are given, alongwith power ratings of the transmitters, State/Union Territory-wise in the *Annexure*. Commissioning of the transmitters mentioned in the annexure would however depend upon timely supply of equipment and availability of requisite infrastructural facilities. Four Low Power (300W) TV transmitters are envisaged to be set up in the State of Bihar during 1992-93 at Aurangabad, Godda, Hazaribagh and Lohardaga.

ANNEXURE

<i>State/U. T.</i>	<i>TV Transmitter</i>
Andhra Pradesh	HPT (10 KW), Tirupati
	LPT (300 W), Bheemavaram
	LPT (300 W) Hindupur
	LPT (300 W), Jagtial
Assam	LPT (300 W), Bongaigaon
	LPT (300 W), Golaghat
	LPT (300 W), North -Lakhimpur
Bihar	LPT (300 W), Aurangabad
	LPT (300 W), Godda
	LPT (300 W), Hazaribagh
	LPT (300 W), Lohardaga
Gujarat	LPT (300 W), Khambat
Himachal Pradesh	HPT (1 KW), Shimla
Jammu & Kashmir	VLPT (10 W), Kilhotran
	VLPT (10 W), Sankoo
	VLPT (10 W), Dras
	VLPT (10 W), Timsogam
	Transposer (10 W), Nagrota
Karnataka	HPT (10 KW), Dharwad
	LPT (300 W), Gangawati
	LPT (300 W), Mandya
Mahdy Pradesh	VLPT (10 W) Kukadeshwar

<i>State/U.T.</i>	<i>TV Transmitter</i>
	HPT (1 KW) Jagdalpur
	HPT (1 KW) Jabalpur (interim set-up)
Mizoram	HPT (1 KW) Lunglei
Maharashtra	LPT (300 W), Hinganghat
	LPT (300 W), Khamgaon
Nagaland	HPT (1 KW), Mokokchung
Orissa	LPT (300 W), Puri
Rajasthan	HPT (10 KW) Bundi
	LPT (300 W), Gangapur
	LPT (300 W) Sridungargarh
	LPT (300 W), Sujangarh
Sikkim	HPT (1 KW), Gangtok
Tamil Nadu	LPT (300 W), Nagapattinam
Uttar Pradesh	HPT (10 KW) Bareilly
West Bengal	Transoser (10 W), Tiger Hill
	LPT (300 W), Jhargram

**WRITTEN ANSWERS TO UNSTARRED
QUESTIONS**

**International Cooperation for
Drainage of Black Cotton Soil**

3013. SHRI CHHITUBHAI GAMIT: Will the Minister of WATER RESOURCES be pleased to state the extent of international cooperation so far received for drainage of Black Cotton Soil and extent of implementation so far, State-wise?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): The Project 'Investigation of Drainage on Black Cotton Soil under Irrigated Agriculture' was taken up for implementation in 1984 with UNDP input of \$ 500,000 and Government of India input of Rs. 30 lakhs. The project was completed in June, 1988. The project taken up on black cotton soils in the State of Maharashtra aimed at development of methods of sub-soil drainage. The project demonstrated tech-

nology to grow crops in areas where hitherto it had not been possible to do so due to water logging. The technology developed could be extended to cover more areas in Maharashtra and elsewhere in Central India where similar conditions occur.

Trawlers required for Exploitation of Marine Resources

3014. SHRI RAM NAIK: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government propose to bring forth legislation for maintaining and regulating the operations of Indian deep sea fishing vessels;

(b) if so, the present trawler fleet at Visakhapatnam;

(c) the number of trawlers required for proper exploitation of marine resources;

(d) whether the Government have enquired into the reasons for permitting excessive number of trawlers; and

(e) the steps Government propose to take to ensure that excessive number of trawlers are not permitted in future?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRIGIRIDHARGOMANGO):

(a) Yes, Sir.

(b) Out of 179 deep sea trawlers owned by Indian companies, a number of them are operated from Visakhapatnam.

(c) In a report submitted in September, 1930 a Working Group on Revalidation of the Potential Marine Fisheries Resources of Exclusive Economic Zone of India had suggested phased introduction of about 2630 deep sea fishing vessels classified in vari-

ous categories for exploitation of pelagic, demersal and oceanic resources.

(d) Taking into consideration the number of trawlers in operation and the availability of resources, the number of deep sea fishing vessels in operation in Indian Waters are not considered excessive at present.

(e) Does not arise.

Financial Assistance for Telugu Ganga Project

3015. SHRI R. SURENDER REDDY: SHRI SRIBALLAV PANIGRAHI:

Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Government of Andhra Pradesh has invited participation of Non-Resident Indians for the Telugu Ganga Project;

(b) if so, the total amount that the NRIs propose to invest on this project;

(c) the stage at which this project stands, at present;

(d) to what extent completion of the project will help in irrigating the land and also providing drinking water to Tamil Nadu; and

(e) whether the Union Government have also agreed to the proposal to assist the implementation of this project?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) and (b). The Government of Andhra Pradesh have desired to invite participation of the NRIs by raising resources for the Telugu Ganga Project. The issue of floating India development bonds – Telugu Ganga Series has been taken up by the

Government of Andhra Pradesh with the Union Ministry of Finance.

(c) 33.2% of the work on Telugu Ganga Project is completed.

(d) On completion of the project, an irrigation potential to the extent of 5.75 lakh acres in the drought prone areas of Kurnool, Cuddapah Nellore and Chittoor districts will be created. Further 15 TMC of water will be made available to Tamil Nadu to cater to the drinking water requirements of Madras City.

(e) Though the Government of Andhra Pradesh have desired to invite participation of NRIs by raising resources for Telugu Ganga Project, Government of India is not in favour of mobilizing NRI resources exclusively for any State Government Project.

Telephone Connections in Country

3016. SHRI DATTATRAYA BANDARU:
SHRI BHAGWAN SHANKAR RAWAT:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of telephone connections provided during the last three years in the country State-wise;

(b) whether the demand for the new telephone connections has increased; and

(c) if so, the details of time-bound programme before the Government to provide new telephone connections?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) Number of telephone connections provided during the last three years are given in the Statement.

(b) Yes, Sir.

(c) The Department of Telecommunications has formulated draft 8th Five Year Plan (1992-97) for Telecom Development to provide 75 lakhs new telephone connections in five years thereby substantially stepping up the rate of provision of telephones.

STATEMENT

ANNEXURE

New Connection Provided yearwise

Sl. No.	1	2	3	4	5
	1989-90		1990-91		1991-92 upto January, 1992
1.	Andhra Pradesh		26183	2699	14439
2.	Assam		2016	2931	4223
3.	Bihar		9282	11615	10008
4.	Gujarat (includes Diu, Daman & Dadra & Nagar Havel)		35635	26583	19440
5.	Haryana		11249	23328	7723
6.	Himachal Pradesh		2985	4244	2811
7.	Jammu & Kashmir		1330	1277	1446
8.	Karnataka		29305	32936	14874
9.	Kerala (includes Lakshadweep UT)		22558	28819	19893
10.	Madhya Pradesh		26743	38769	28163

Sl. No.	New Connection Provided yearwise				
	1989-90	1990-91	1991-92 upto January, 1992		
1	2	3	4	5	
11.	Maharashtra (includes Goa State)	93392	89858	73344	
12.	North East (includes States Arunachal, Manipur, Meghalaya, Mizoram, Nagaland, Tripura)	1554	3375	1912	
13.	Orissa	8454	10289	8407	
1.	Punjab (includes Chandigarh)	21085	17948	7037	
15.	Rajasthan	12268	16813	16940	
16.	Tamil Nadu (includes Pondicherry)	26224	34006	17190	

Sl. No.	New Connection Provided yearwise				
	1989-90	1990-91	1991-92 upto January, 1992		
1	2	3	4	5	
17.	Uttar Pradesh	28627	36287	27032	
18.	West Bengal (includes Sikkim, Andaman & Nicobar)	20944	14615	8129	
19.	Delhi (U.T.)	36393	62009	53058	
	Total	416224	482651	336075	

[*Translation*]**Setting up of Steel Plant in Bihar**

3017. SHRI RAM LAKHAN SINGH YADAV: Will the Minister of STEEL be pleased to state:

(a) whether any proposal to set up steel plant in Bihar has been pending for clearance for along time;

(b) if so, when the proposal was received;

(c) the reasons for delay in giving clearance to it; and

(d) the time by which the project is likely to be cleared?

THE MINISTER OF STATE OF STEEL (SHRI SONTOSH MOHAN DEV): (a) No proposal for setting up a steel plant in Bihar is at present pending with Government for approval. The new Industrial Policy announced in July 1991, has removed "Iron & Steel" from the list of industries reserved for the public sector and also exempted it from the requirements of compulsory licensing. No Government approval is, therefore, required for the setting up of steel plants in private/joint sector provided the location is not within 25 Kms of a city having a population of more than 10 lakhs as per the 1991 census.

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

[*English*]**Privatisation of Non-Conventional Energy Sources**

3018. SHRIMATI VASUNDHARA RAJE: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY

SOURCES be pleased to state:

(a) whether the Government have invited private parties to tap the Non-conventional Energy Sources;

(b) if so, the response thereto; and

(c) the steps taken by the Government to enhance the generation of non-conventional energy?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRIKALP NATH RAI): (a) and (b). There has been considerable interest in the private sector for manufacturing various types of systems and devices based on non-conventional energy sources. A number of private manufacturers have taken up manufacturing and supply of various types of systems and devices, such as solar thermal systems, improved chulhas, biomass gasifiers, sterling engines, minimicro hydel systems, solar photovoltaic systems etc. Several private industries have come forward to install wind farms. A joint sector project of 1.6 MW capacity and a private sector project of 5 MW capacity for generation of power from wind energy are in operation in the State of Gujarat and Tamil Nadu respectively.

(c) The Government is encouraging development, production and wider use of new and renewable energy sources for various types of centralised as well as decentralised applications. Research development, demonstration and dissemination activities are undertaken Country-wise infrastructure for the manufacture, installation and maintenance of various systems and devices has been developed. For harnessing and use of renewable energy systems and devices, incentives, such as subsidy, soft term loans and fiscal incentives in the form of depreciation allowance and relief in sales tax, excise

duty and customs duty are provided to the users and manufacturers. In addition, publicity and awareness campaign are also being undertaken.

[Translation]

Setting up of ITDC Hotels

3019. SHRI NAWAL KISHORE RAI:
SHRI K. PRADHANI:

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

(a) the details of the surplus goods and the capital goods of the India Tourism Development Corporation;

(b) whether the India Tourism Development Corporation propose to set up any new hotels during 1992-93;

(c) if so, the details thereof; and

(d) the estimated amount likely to be spent on these hotels?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) the requisite information is given in the attached Statement.

(b) to (d). India Tourism Development Corporation (ITDC) has taken no preparatory steps nor prepared any specific project proposal to set up new hotel during 1992-93.

STATEMENT

S.No.	Name of the Unit/Division activity	Details of surplus goods including capital goods	
		Value (Rs. in lakhs)	Name of items
1	2	3	4
1.	Ashok Hotel, New Delhi	11.12	Crockery, Hollow/Fatware, utensiles, wine, engineering store items etc.
2.	Hotel Janpath, New Delhi	1.79	Crockery, utlery, utensils, linen, kitchen equipments etc.
3.	Lodhi Hotel, New Delhi	0.13	Ampere meter, Blower for aircondi- tioning, Preventive single phase etc.
4.	Hotel Ranjit, New Delhi	0.57	Engineering store items.
5.	Hotel Ashok Bangalore including Airport Restt: Bangalore	2.60	Engineering store items.
6.	Hotel Hassan Ashok	0.09	Steel
7.	Hotel Khajuraho Ashok	0.47	Engineering store items etc.
8.	Kovalam Ashok Beach Resort	10.15	Engineering store items.
9.	Qutab Hotel, New Delhi	4.10	Building & Engg. stores wine & liquor, tinted glass.

S.No.	Name of the Unit/Division activity	Details of surplus goods including capital goods	
		Value (Rs. in lakhs)	Name of items
1	2	3	4
10.	Hotel Airport Ashok, Calcutta including Airport Restt. Calcutta	0.75	Engineering store, Furniture items etc.
11.	Hotel Jaipur Ashok	0.54	Engineering store, Furniture items etc.
12.	Hotel Kalinga Ashok, Bhubeneshwar	2.40	Engineering stores crockery & cut- lery, liquor & miscellaneous stores.
13.	Hotel Madurai Ashok	0.22	Bath tubs.
14.	Hotel Samrat, New Delhi including Indira Gandhi International Airport Restaurant	8.51	Tinted glasses, washing machine, fire dampers, earth leak circuit breakers bath tubs, flush valves etc.
15.	Hotel Kanishka, New Delhi	1.70	Earth tubs, locks, keys, building mate- rial and engineering store items.
16.	Ashok Yarn Niwas, New Delhi	0.75	Spare-parts of lifts furniture, tailing machine scrapping machine, pho- toframe, time recorder etc.
17.	Hotel Bodhgaya Ashok	0.96	Whisky, wine & engineering items.

S.No.	Name of the Unit/Division activity	Details of surplus goods including capital goods		
		Value (Rs. in lakhs)	Name of items	
1	2	3	4	
18.	Ashok Travel & Tours Division	2.72	Spare parts.	
19.	IPS (DFT) Division	8.03	Wine, liquor, whisky, cigarettes, electronic items.	
Total :		57.60		

[English]

Polavaram Irrigation Project in A.P

3020. SHRI DHARMA BHIKSHAM: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Government propose to take up the Polavaram Irrigation Project in the Eighth Five Year Plan;

(b) if so, the stage at which it is pending with the Union Government;

(c) the estimated cost of the project; and

(d) the steps likely to be taken by the Government for the implementation of the project?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) to (d). The Polavaram Dam and left bank canal project and Polavaram right bank canal project were received for technoeconomic appraisal in Central Water Commission in April, 1983 and March, 1985 respectively. It was observed that the project lacked studies on water availability, conjunctive use of ground water, segmentation, navigation and soil surveys. Concurrence of Orissa and Madhya Pradesh Governments for submerging their areas had also not been obtained. The project also needed clearance from environment and forest angles. The State Government was, therefore, requested to submit a modified report. The modified report submitted by the State Government in 1990, for an estimated cost of Rs. 3030 crores was found to be only an updated report and the observations of appraising agencies were not complied with. In consultation with Central Water Commission, the State Government has drawn time bound programme for compliance of the observations. Clearance of the project depends upon how soon the State Govern-

ment complies with the observations. In the absence of modified report and finalised Eighth Plan proposal, implementation schedule cannot be firmed up.

[Translation]

STD Facility to Commercial Suburbs in Gazipur, U.P.

3021. SHRI VISHWANATH SHASTRI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to provide S.T.D. facility to some commercial suburbs of Gazipur;

(b) if so, the details thereof; and

(c) the time by which the facility is likely to be provided?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) No Sir, as Gazipur is already having S.T.D. facility with access Code 0548; and there is no other exchange in the suburbs of Gazipur.

(b) and (c). Not applicable Sir.

[English]

Modernisation of Telephone Exchanges in Himachal Pradesh.

3022. SHRI D.D. KHANORIA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to develop/modernise the telephone exchanges in Himachal Pradesh during Eighth Plan Period;

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) Yes, Sir.

(b) The draft 8th plan proposals envisage addition of around 71000 lines and replacement /Automatisation of around 25400 lines mostly by Electronic equipment during the plan period in Himachal Pradesh Telecom Circle. To modernise the telecommunication services the draft 8th plan proposals include:

- Full automation of network by march '1994.
- Replacement of life expired and worn-out equipment by electronic equipment.
- Practically all new equipment proposed for induction during the 8th Plan period to be of digital type.
- Computerisation of telecommunication services such as directory enquiry, billing, manual trunk service etc.

- Replacement of all stodgier MAX-III exchanges by electronic exchanges (as par of the programme to provide national subscriber dialling to all exchanges.
- Provision of Subscriber Trunk Dialling facility to all exchanges.

Occupancy rate in Kanishka Hotel

3023. SHRI RAMCHANDRA VEER-APPA: Will the Minister of CIVIL AVIAION AND TOURISM be pleased to state:

(a) the rate of occupancy in the Kanishka Hotel and the amount realised from room occupancy during each of the last two years; and

(b) the expenditure incurred and percentage of receipts thereof?

THE MINISTER OF CIVIL AVIAION AND TOURISM (SHRI MADHAVI RAO SCINDIA): (a) and (b). The requisite information is given below:-

	1989-90	1990-91
	(Rs in Lakhs)	
Occupancy %	71	52
Room revenue	549.39	462.92
Total turnover	861.25	738.12
Total operating expenditure	581.62	620.71
%age of operating expenditure over turnover	67.53	84.09

[*Translation*]

Hydel Power Project in Kashmir

3024. SHRISURENDRA PAL PATHAK: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the extent of work completed so far on Dulhasti Hydel Project being set up in Kishtwar in Kashmir;

(b) whether the Government propose to complete the said project before the scheduled time; and

(c) if so, by when?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) Design for all the major components of Dulhasti Hydroelectric Power Project has been finalised. The diversion tunnel has been completed and the river diverted on the 17th of March '91 to enable excavation and construction of main dam and head race tunnel. Excavation of the main dam has been partially completed and concurring started in Jan. '92. Excavation and boring of head race tunnel has been processing satisfactorily and so far more than 1000 mt. has been completed. Work on excavation for power house is also in progress.

(b) and (c). The projects is expected to be commissioned by July, 1994 as per schedule.

Electronic Telephone Exchanges in Country

3025. SHRI CHHEDI PASWAN: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the State-wise number of computerised/electronic telephone exchanges set up in the country so far;

(b) whether the Government propose to set up more such telephone exchanges in the country particularly in Bihar during the current year; and

(c) if so, the names of the cities where these telephone exchanges are likely to be set up?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) Statement laid on the Table of the House.

(b) & (c). Yes Sir. During 1991-92 upto December, 91, 1431 electronic exchanges have been added in the country In Bihar, upto February 1992 a total of 92 Electronic Exchanges have been set up to March '92 in Bihar:

1. Dulsingsarai
2. Sutaanganj
3. Bermo
4. Bagha
5. Barharwa
6. Ghatsila
7. Jhajha
8. Naughchia
9. Sheikhpura
10. Madhupur
11. Raneshwar
12. Madhepura.

STATEMENT

The State/Union Territory-wise number of Computerised/Electronic telephone exchanges setup in the Country as on 31.12.1991 are as below:-

<i>Sl. No.</i>	<i>Name of State Union Territory</i>	<i>No. of Computerised/Electronic Telephone Exchange.</i>
<i>States</i>		
1.	Andhra Pradesh	391
2.	Assam	109
3.	Bihar	160
4.	Goa	35
5.	Gujarat (includes Dadra & Nagar Haveli, Daman & Diu)	264
6.	Haryana	231
7.	Himachal Pradesh	122
8.	Jammu & Kashmir	35
9.	Karnataka	396
10.	Kerala	197
11.	Madhya Pradesh	617
12.	Maharashtra	446
13.	North East (Comprises Arunachal Pradesh, Manipur, Meghalaya, Mizoram, Nagaland & Tripura)	106
14.	Orissa	238
15.	Punjab	200
16.	Rajasthan	250
17.	Sikkim	6
18.	Tamil Nadu	312

<i>Sl. No.</i>	<i>Name of State Union Territory</i>	<i>No. of Computerised/Electronic Telephone Exchange.</i>
19.	Uttar Pradesh	490
20.	West Bengal	142
<i>Union Territories.</i>		
1.	Andaman & Nicobar Islands	12
2.	Chandigarh	2
3.	Delhi	53
4.	Lakshadweep	8
5.	Pondicherry	3
Total		4825

[English]

Safety Equipments in Planes

3026. SHRI MANIKRAO HODLYA GAVIT: Will the Minister of CIVIL AVIAION AND TOURISM be pleased to state:

(a) whether the safety equipments in planes particularly those operated by private airlines are not adequate; and

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

THE MINISTER OF CIVIL AVIAION AND TOURISM (SHRI MADHAV RAO SCINDIA): (a) and (b). Private airlines are also subject to the provisions of the Aircraft Rules 1937. The DGCA periodically monitors their equipment and operations.

[Translation]

Utilisation of River Waters in Bihar

3027. SHRI SURYA NARAYAN YADAV: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether any study has been conducted by the Union Government for utilisation of river waters in Bihar, especially Kosi and Kamla rivers; and

(b) if so, the details thereof?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) and (b). The National Water Policy adopted in September, 1987, among other things, states that the recourse planning in the case of water has to be done for a hydrological unit such as a drainage basin as a whole, or for a sub-basin. All individual

developmental projects and proposals should be formulated by the States and considered within the framework of such an overall plan for a basin or sub-basin, so that the best possible combination of options can be made.

It further states that appropriate organisations should be established for the planned development and management of a over basin as a whole. Special multi-disciplinary units should be set up in each State to prepare comprehensive plans taking into account not only the needs of irrigation but also harmonising various other water uses.

Accordingly, Central Water Commission advised all State Governments including Bihar to take up preparation of river basin Master Plans as per guidelines and available data in June, 1990. Further the States were also advised in July, 1990 to set up multi-disciplinary unit to facilitate preparation of comprehensive Master plans.

[English]

Ban on Shooting of Indian Films Abroad

3028. SHRI N.K. BALIYAN:
SHRI BALRAJ PASSI:
SHRIMATI MAHENDRA
KUMARI:
SHRIMATI RITA VERMA:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government propose to ban the location shooting abroad by Indian films producers as a measure to check out flow of foreign exchange;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (KUMARI GIRIJA VYAS):
(a) No, Sir.

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

(c) Foreign exchange for shooting abroad is released on the condition that he producer would repatriate in foreign exchange twice the amount released to him and equal the amount of cost of passage fare and freight expenses of the team. Thus there is earning of foreign exchange.

Fibre-Optic Submarine Cable

3029. SHRI SANAT KUMAR MANDAL:
Will the Minister of COMMUNICATIONS be pleased to state:

(a) the amount being contributed by India for laying the fibre-optic submarine cable from Singapore to France;

(b) what is the life of this type of cable;

(c) the benefits accruing to India from this cable laying;

(d) which are other major cable projects in which India is participating and their technical and financial implications;

(e) the steps being taken by the Videsh Sanchar Nigam Limited towards marketing of satellite-based communication services for maritime consumers and the package of incentives evolved to popularise the service; and

(f) the amount paid by the Videsh Sanchar Nigam towards its membership of INMARSAT and how far it is commensurate with the utilisation of its services?

THE DEPUTY MINISTER IN TI

MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) India's share of the South East Asia-Middle East-Western Europe-2 Submarine Cable (SEA-ME-WE2) Project cost is approx. Rs. 187.46 crores (72.1 million US Dollars) out of the total Project Cost of US \$ 687 Million.

(b) The life of the cable system is 25 (Twenty Five) Years.

(c) India will get following benefits:

1. 2700 additional International digital circuits on the cable Media to meet the future growth.
2. This cable will enable VSNL to provide reliable, delay-free, high quality circuits on the Cable media to various destinations around the world.
3. This will help in improving the reliability of international telecom services due to availability of alternate transmission media through cable and satellite.

(d) There are no other major international cable projects at present on the anvil other than SEA-ME-WE-2.

(e) Videsh Sanchar Nigam is setting up a Land Earth Station at Arvi near Pune at a cost of Rs. 22 crores to provide maritime

INMARSAT (Standards A) services in the Indian ocean region. This project is expected to be completed by the middle of 1992.

With the commissioning of the project, the maritime consumers will be benefited (i) A reduction in Tariff for ship-to-shore to ship telephone and telex calls. (ii) Better and faster communications between ships and land destinations.

Videsh Sanchar Nigam is spreading the awareness and marketing these services with the help of 'INMARSAT' by holding seminars and live demonstrations in India.

(f) Videsh Sanchar Nigam has paid approx. 1.162 million US Dollars towards its share which is 0.439% of INMARSAT total share capital. The current utilisation is 0.3569 percent and is likely to go up after commissioning of India's land Earth Station.

PCOs and Telephone Exchanges set up in Vadodara, Gujarat

3030. SHRIMATI DIPAKA H. TOPIWALA: Will the Minister of COMMUNICATIONS be pleased to state the number of public call offices and telephone exchange set up in a Vadodara District of Gujarat during the last three years?

THE DEPUTY MINISTER IN THE MINISTRY COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): 37 public call offices and 2 Telephone Exchanges as per given below:

<i>Year</i>	<i>PCOs</i>	<i>Telephone Exchanges</i>
1989-90	7	1
1990-91	Nil	Nil

<i>Year</i>	<i>PCOs</i>	<i>Telephone Exchanges</i>
1991-92 (as on 29.2.92)	30	1
Total	37	2

S.T.D. Facility in Himachal Pradesh

3031. PROF. PREM DHUMAL: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to provide S.T.D. facility in cities of Himachal Pradesh during 1992; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) Yes, Sir.

(b) KALPA, KASULI & DALHOUSITE, are planned to be connected with STD during 1992.

Expansion and Modernisation of Telephone Exchanges

3032. SHRISUKMJDEOPASWAN: Will

the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to expand and modernise the telephone exchanges of the Parliamentary constituency Arariya (Bihar); and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) Yes, Sir.

(b) Details are as under:

(i) Six telephone exchanges are working in Arariya Parliamentary constituency.

(ii) Expansion and modernisation plans are given below:

Arariya Court	:	Electronic exchanges are there with STD facility.
Jogbani	:	
Arariya Railway Station.	:	Planned to be merged with electronic exchange of Arariya Court during 1991-92.
Bathnaha	:	Planned to be merged with Forbesganj automatic

Forbesganj

exchange with STD facility during 1992-93.

Automatic exchange is planned to be converted into electronic exchange during 8th Plan.

Raniganj

Automatic exchange is planned to be converted into Electronic Exchange during 1992-93.

Power and Non-Conventional Energy Sources

3034. SHRI SYED SHAHABUDDIN: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the brief particulars of central and centrally sponsored schemes for development and application of non-conventional energy sources;

(b) the total estimated generation capacity installed in the country for generation of power from non-conventional sources as on December 31st, 1991;

(c) the total allocation and expenditure by various States, scheme-wise, for each of the last three years; and

(d) the physical targets achieved during 1990-91 and 1991-92 and to be achieved up to December 31, 1992, Scheme-wise?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI

KALP NATH RAI): (a) and (b). The Department of Non-Conventional Energy Sources is implementing central and centrally sponsored schemes namely, National Project on Biogas Development, National Programme on Improved Chulha, Solar Thermal Extension Programme, Solar Cookers, Wind Energy, Solar Photovoltaic, Biomass utilisation, Uriagram, Mini-Micro Hydel Development Programme through various State Governments and implementing agencies. Based on Non-conventional sources of energy, a total of 130.65 MW power generation capacity has so far been installed in the country.

(c) For implementation of various programmes, physical targets are allocated to different States and implementing agencies and in respective years and corresponding to the physical targets, funds are released. Status of scheme wise release of funds to various states during the last three years is given in Statement 'A'.

(d) The physical achievements for major programmes during the years 1990-91 and 1991-92 and proposed targets for 1992-93 are given in Statement 'B'.

STATEMENT 'A'

Status of Schemewise Release of Funds to various States During last three Years

(Rs. in crores)

S.No.	Scheme/Programme	1988-89	1989-90	1990-91
1	2	3	4	5
1.	National Project on Biogas Development	54.85	55.83	53.88
2.	Community/Institutional Biogas Plants	2.46	3.90	3.50
3.	National Programme on Improved Chulha	10.00	12.00	11.78
4.	Solar Thermal Extension Programme	3.73	5.16	6.40
5.	Solar Cooker Programme	0.32	0.44	0.26
6.	Solar Photovoltaic Programme, DNES	9.86	6.77	7.07
7.	Wind Energy Programme	5.25	5.37	5.57
8.	Urjagram Programme	0.41	0.36	0.54
9.	Mini-Micro Hydrel Programme, DNES	4.92	—	1.28
10.	Biomass Gasifiers & Striling Engines		upto 1990-91	4.30

STATEMENT 'B'

Status of Schemewise Physical Achievements during 1990-91 and 1991-92 and Proposed Physical Targets, 1992-93

(Rs. in crores)

S.No.	Scheme/Programme	1990-91	1991-92 upto Dec. 1991	Proposed targets, 1992-93
1	2	3	4	5
1.	National Project on Biogas Development (Nos. in lakhs)	1.66	0.87	1.35
2.	Community/Institutional Biogas Plants (Nos)	112	53	50
3.	National Programme on Improved Chulhas (Nos in lakhs)	19.88	9.82	17.50
4.	Solar Thermal Extension Programme (collector area in M2)	39,210	15,438	30,000
5.	Solar Cooker Programme (Nos)	27,059	18,318	27,800
6.	Solar Photovoltaic Programme, DNES (capacity in KW)	300	50	350
7.	Wind Power (capacity in MW)	171	104	500
9.	Urjagram Programme (Nos)	19	13	25
10.	Mini-Micro Hydrel Programme, DNES (Capacity in MW)	—	1.20	9.00
11.	Biomass Gasifiers & Stirling Engines (Capacity in MW)	0.80	0.50	—

Irrigation project of Orissa

3035. SHRI SIVAJI PATNAIK: Will the Minister of WATER RESOURCES be pleased to state;

(a) the number and details of irrigation project Reports received by the Central Water Commission/Planning Commission from the Government of Orissa;

(b) the details of projects which have been cleared out of them and the allocation

made for of them; and

(c) the time which remaining projects are likely to be cleared alongwith resinous for delay?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) to (c). A Statement giving the details of new major and medium irrigation projects of Orissa received at the Centre for techno-economic appraisal during the last five years is attached.

STATEMENT*Details of New Major/Medium Irrigation Projects of Orissa received during last Five Years for techno-economic appraisal*

S.No.	Name of Project	Estd. cost (Rs. lakhs)	Annual Irriga- tion in thousand hectares	Date of receipt in CWC	Status of Appraisal
1	2	3	4	5	6
A.	<i>Projects given investment clearance by the Planning Commission</i>				
	(MAJOR)				
1.	Mahanadi Chitropala Island Irrigation Project	3984.00	35.95	29.8.88	The project has been approved by Planning Commission for an esti- mated cost of Rs. 3993.37 lakhs in 5/89.
	(MEDIUM)				
2.	Birupa Gongati Island Irrigation Project.	403.96	8.086	27.7.87	The project has been approved by the Planning Commission for an estimated cost of Rs. 463 lakhs in 3/ 90.

S.No.	Name of Project	Estd. cost (Rs. lakhs)	Annual Irriga- tion in thousand hectares	Date of receipt in CWC	Status of Appraisal
1	2	3	4	5	6
B.	Remaining Projects				
	MAJOR				
1.	Jokadia Irrigation Project.	2739.72	47.32	4.8.89	The screening Committee observed that the command area of this scheme is common with the Ren-gali Irrigation project and hence the project sent back to the State Gov-ernment in December, 1989.
2.	Naraj Barrage	9030.00	Replacement of old structures	4.8.89	The State is required to sort out the issues on irrigation planning, foundation engineering, flood con-trol, plant planning, cost estimate barrage and canals, and cloudburst flood.
3.	Lower Suktal	10248.64	33.65	29.8.88	The State is to sort out the issues on earth dam, concrete and masonry dam design, canal design, hydrology, rates and cost, financial irriga-tion planning, plant planning, founda-tion engineering construction materials, ground water, water re-quirements, crop production as-pects and Environment and For-est clearance.

S.No.	Name of Project	Estd. cost (Rs. lakhs)	Annual Irriga- tion in thousand hectares	Date of receipt in CWC	Status of Appraisal
1	2	3	4	5	6
	(MEDIUM)				
4.	Katra	2722.95	11.4 ¹	13.9.88	The project was sent back to State in 9/91 due to non-compliance of observations of appraisal agencies. The State Government has also to obtain Forest clearance.
5.	Manjore	$\frac{2402.23}{3620.17}$	$\frac{8.25}{10.43}$	$\frac{23.3.89}{27.8.91}$	The State has to finalised issues regarding submergence, Forest clearance and cost estimate.
6.	Bagh Barrage	2877.08	12.42	18.3.91	The State Government is to review the proposal and submit modified report.
7.	Kutlisingha	$\frac{940.00}{953.74}$	$\frac{3.90}{3.84}$	$\frac{27.1.88}{28.6.90}$	The State is to comply with the observations of the appraisal agencies and obtaining Forest clearance.

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S.No.	Name of Project	Esid. cost (Rs. lakhs)	Annual Irriga- tion in thousand hectares	Date of receipt in CWC	Status of Appraisal
		3	4	5	6
1	2	909.00 938.43	3.24 3.01	27.1.88 19.7.90	The State is to comply with the observations of the appraisal agencies and obtaining Forest clearance.
8.	Dhauragolh	2090.02	5.489	12.10.88	As per GSI report coal deposit exists in the reservoir area. The State Government has been suggested by GSI to defer the Scheme. The scheme was therefore sent back to the State in 7/89.
9.	Aherajore				

NOTE:

The clearance of a project depends upon how soon the State complies with the observations of the Central Appraising Agencies and obtains the clearance from Ministry of Environment and Forests on environment and forest angles and from the Ministry of Welfare on resettlement aspects if the project involves displacement of scheduled castes/scheduled tribes population.

Details of expenditure and outlays on approved schemes (In rupees crores)

S.No.	Name of the Project	Approved estimated cost	Latest cost	Cumulative expenditure up to March, 91	Allocation for 1991-92	Suggested outlay for 1992-93
1	2	3	4	5	6	7
1.	Mahanadi Chitrotpala	39.93	93.07	1.81	5.00	6.00
2.	Birupa Gengati	4.63	10.00	4.83	2.55	3.20

Agitation by Postal Employees

3036. SHRI GEORGE FERNANDES: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether there has been agitation by over 30,000 class III and IV postal employees in the North Eastern States for the last 35 days as reported in the Statement dated 23.12.91;

(b) whether the postal department has incurred a loss of Rs. 175 crores due to the agitation;

(c) if so, the details thereof; and

(b) the reaction of the Government thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) About 7,000 Class III and Class IV postal employees in the North Eastern Region went on strike for 38 days from 15-11-1991 to 22-12-1991.

(b) and (c). The revenue loss due to this strike is estimated at approximately Rs. 145 lakhs, of which about 87.5 lakhs was on account of loss of sale of postage stamps, Rs. 41.6 lakhs due to loss of commission on IPOs/MOs and the balance on account of curtailment of other services.

(d) The demand of postal employees in the North Eastern region is that they may be paid Special Duty Allowance. It has not been possible to take a decision on this demand so far because the matter is subjudice as review applications are pending on this issue before the Principal Bench of Central Administrative Tribunal, Delhi.

Telephone and Posts Office Facilities in Gujarat

3037. SHRI HAFIZ PATHAK: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of such villages in the Gujarat state without Telephone and Post Offices facilities;

(b) the number of villages which are likely to be provided with Telephone and Post Office facilities during 1992-93 district-wise; and

(c) the number of villages to which facilities of Post Offices and Telephone are likely to be provided during the Eighth Five Year Plan?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) *As on 29.2.1992* :

<i>Without Telephone Facility</i>	<i>Without Post Offices</i>
15,292	10,808*

* but these villages are provided with postal facilities through the existing network of the State.

(b) and (c). The number of villages planned to be provided with telephone and post office facilities during 1992-93 as also in the remaining years of the Eighth Five Year Plan is being finalised.

Publication of Magazine "Bhagirath"

3038. SHRI SHRI HARI KEWAL PRASAD: Will the Minister of WATER RESOURCES be pleased to state:

(a) the objective of publishing "Bhagi-

rath" Magazine;

(b) the number of copies published;

(c) the cadre-wise number of the employees engaged in the publication of this Magazine; and

(d) the steps proposed to be taken for improving the standard of its publication?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) The objectives of Bhagirath Magazine are (i) to disseminate information in the field of water resources development such as irrigation, flood control, drinking water, hydro-power, water management and (ii) to bring to the notice to the Members of Parliament, State Legislators and public in general, about the plans, achievements and

on-going activities in the various fields of water resources development.

(b) Bhagirath Magazine is published quarterly in Hindi as well as in English. 2100 copies of Bhagirath (Hindi) were published in each quarter of 1991. 2300 copies of Bhagirath (English) were published in each of the first three quarters of the year and similar number of copies are under print for the 4th quarter.

(c) The sanctioned strength of staff exclusively for Bhagirath (Hindi) is 7, exclusively for Bhagirath (English) is 6 and common to both is 3 (detail enclosed).

(d) The standard of this Magazine is quite satisfactory. The magazine has been appreciated from time to time by subscribers, experts and Members of Parliament.

STATEMENT

Cadre-wise Number of Employees Engaged in the Publication of Bhagirath Magazine

S.No.	Name of the Post	No. of posts sanctioned					Common to both
		Total	English	Hindi			
1	2	3	4	5	6		
1.	Editor	2	1	1*	—		
2.	Assistant Editor	1	—	1*	—		
3.	Assistant	1	1	—	—		
4.	Hindi Translator Gr. I	1	—	1	—		
5.	Professional Assistant	2	1	1	—		
6.	L.D.C.	2	1	1	—		
7.	Steno Grade 'D'	2	1	1	—		
8.	Artist	1	—	—	1		
9.	Packer	1	—	—	1		
10.	Datry	1	—	—	1		
11.	Peon	2	1	1	—		
		16	6	7	3		

*The post of Assistant Editor Bhagirath will stand abolished from the date of filling up of the post of Editor.

Implementation of Athreya Committee Report

3039. SHRI BARE LAL JATAV:
SHRIMATI BASAVARAJES-
WARI:
SHRI RUPCHAND PAL:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) the details of the recommendations made by the Athreya Committee;

(b) whether the said report has been considered by the Government;

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

(d) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) The majority of Members of the Athreya Committee recommended a corporate structure for the management of telecom services in the country in the form of a holding company with four zonal operating corporations and one long distance connector corporation.

(b) It is under active consideration of the Government.

(c) and (d). As Government have not yet taken decisions on the report, the time frame for implementation can-not be indicated at this stages.

New Telephone Exchanges in Kerala

3040. SHRI KODIKKUNIL SURESH: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether Government propose to set up new telephone exchanges in Kerala dur-

ing the Year 1992-93 and

(b) if so, the details thereof, district-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) Yes, Sir.

(b) District-wise details of 10 new telephone exchanges to be set up are as under:

<i>District</i>	<i>No of exchanges to be set up</i>
1. kdukki	5
2. Ernakulam	1
3. Trichur	1
4. Cannanore	1
5. Kasaragod	1
6. Quilon	1

Occupational Health in IISCO

3041. SHRI HARADHAN ROY: Will the Minister of STEEL be pleased to state:

(a) whether Indian Iron and Steel Company has undertaken to upgrade its Occupational Health at Burnpur;

(b) if so, the details thereof; and

(c) the steps being taken to improve the working conditions inside the factory?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) and (b). Yes, Sir. Indian Iron and Steel Company (IISCO) has undertaken to upgrade its Occupational health at Burnpur Works. As a part of occupational health policy of SAIL, continuous medical as

well as environmental monitoring is being conducted at IISCO.

(c) The following effective measures are being taken at IISCO to upgrade working conditions inside the factory:

- (i) Effective use of Dust extraction system at Reclamation Bunker of Ore Handling Plant and at Raw Materials Yard, Elevator House and Smoke chamber of Dolomite Plant.
- (ii) Effective water spray system at various dusty areas of Coal Handling Plant, Blast Furnaces, etc. for dust suppression;
- (iii) Installation of self sealing doors at No.8 and 9 Coke Over Batteries;
- (iv) Regular repairing of steam leakages for reducing noise level;
- (v) Regular drive to improve overall house Keeping work including frequent inspection of hazardous and fire prone areas;
- (vi) All damaged/Worn out toxic gas transmission lines, as indentified by special Inspection Committee, changed to improve working environment;
- (vii) Plantation of trees; etc.

Buildings for Telephone Exchanges in Kerala

3042. SHRI THAYIL JOHNANJALOSE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to construct new buildings for telephone exchanges in Kerala particularly for S.L. Puram, and Edathna;

(b) if so, the details thereof;

(c) the amount proposed to be allocated for their construction; and

(d) the time by which the work is likely to be started?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) No, Sir. At present, there is no plan to construct Telephone Exchange Buildings at S.L. Puram and Edathna.

(b) to (d). Do not arise.

Ajanta-Ellora Development Project

3043. SHRI BAPU HARI CHAURE: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Government of Maharashtra has submitted a development project of ajanta-Ellora caves;

(b) whether an international centre of studies and a museum is being set up there;

(c) whether leading Eastern countries are likely to be given space to set up their pavillions are well as art and crafts centres; and

(d) if so, the details thereof?

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

(b) to (d). An international centre of studies and art and craft centre are not included in the Loan Agreement which has been signed between the Government of India and the Overseas Economic Cooperation Fund on 9th January, 1992.

Super Thermal Power Plant in Orissa

3044. SHRI SRIBALLAV PANIGRAHI: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Government propose to set up a Super Thermal Power Plant at Hirma in Orissa; and

(b) if so, the details thereof?

THE MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES: (a) and (b). National Thermal Power Corpn. (NTPC) has initiated site investigations and other preliminary activities towards formulating a proposal for setting up of a Super Thermal Power Project near Hirma village in Sambalpur Dist. of Orissa. Govt. of Orissa has agreed in principle to provide land and consumptive water requirement for the project. Coal is proposed to be linked to Ib Valley Coalfield. NTPC has initiated action for preparation of feasibility report for Stage-I of the project comprising 4x500 MW Units. The ultimate capacity of the Project is proposed to be 300 MW (4x500MW + 2x5000MW).

Serials approved on Commissioned and Non-Commissioned basis.

3045. SHRI VILAS MUTTEMWAR: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the number of serials approved by Doordarshan on commissioned and non-commissioned basis during the last three years;

(b) the number and names of such serials which were cleared on commission basis but due to shortage of funds these were

asked to be produced on non-commissioned basis, and

(c) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (KUMARI GIRIJA VYAS): (a) According to Doordarshan, a total number of 130 serials were approved during the last 3 years under the old Sponsorship Scheme and under the Commissioned Scheme.

(b) and (c). No commissioned programme has been diverted to any other category due to shortage of funds.

Manibhadra and Bhimkund Dam Projects in Orissa

3046. SHRI GOPI NATH GAJAPATHI: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Union Government have received any proposal for the construction of Manibhadra and Bhimkund dam projects in the State;

(b) if so, since when these are pending alongwith the reasons therefore; and

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

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) and (b). Manibhadra Flood Control-Cum-Power Project envisaging construction of an earthen dam across river Mahanadi near village Darkarisahi at an estimated cost of Rs. 1103. 12 crores was received in Central Water Commission in 10/1985. After examination the project was sent back to the State in 1/89 due to deficiencies in project planning for submission of a modified report.

Bhimkund Multipurpose Project Stage-I envisaging construction of a dam at Neopara on river Baitarni, two power houses with a total installed capacity of 393 MW and flood control benefits to an area of 1400 sq. km. estimated to cost Rs. 328.15 crores was received in Central Water Commission in 6/1980. After examination the project was sent back to the State in 1/1983 due to non-compliance of observations by the State. Bhimkund Multi-purpose Project State-II has not been received in Central Water Commission for techno-economic appraisal.

(c) The State is required to submit modified reports on Manibhadra and Bhimkund State-I Projects and detailed project report for Bhimkund Stage-II Project.

[*Translation*]

Landing of Airbuses at Bhopal Airport

3047. SHRI SUSHIL CHANDRA VARMA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether there is any proposal for landing of the Airbuses at Bhopal airport;

(b) if so, the details thereof, including the expenditure involved in it; and

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

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) to (c). The work of extending the runway upto 670 ft. for AB-320 operation at an estimated cost of Rs. 5 crores is already in progress and is expected to be completed by April, 1992.

[*English*]

Development of Tourism in West Bengal

3048. SHRIMATI MALINI BHAT-TACHARAYA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Government of West Bengal propose to develop sports of tourist interest in the State with the assistance of Union Government during Eighth Five Year Plan; and

(b) if so, the details thereof?

THE MINISTER FOR CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b). Eighth Five Year Plan is yet to be finalised.

[*Translation*]

Telephone Connections in Madhya Pradesh

3049. SHRI SURAJBHANU SOLANKI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the district-wise number of telephone connections provided in Madhya Pradesh during each of the last three years; and

(b) the steps taken to improve and modernise Telecommunication service in the State?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) The information is given in the attached Statement.

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

STATEMENT*District-wise Net Telephone connections provided in Madhya Pradesh*

<i>S. No.</i>	<i>District</i>	<i>1989-90</i>	<i>1990-91</i>	<i>1991-92 (upto 29.2.92)</i>
1	2	3	4	5
1.	Balaghat	238	601	295
2.	Bastar	302	497	378
3.	Betual	168	313	266
4.	Bhind	259	245	49
5.	Bhopal	6456	5158	3926
6.	Bilaspur	1704	1628	913
7.	Chattarpur	131	428	261
8.	Chhindwara	403	634	494
9.	Damoh	174	301	202
10.	Dattia	132	11	89
11.	Dewas	682	894	601
12.	Dhar	609	862	669
13.	Durg	55	515	242
14.	Guna	458	387	445
15.	Gwalior	870	513	1444
16.	Hoshangabad	483	849	536
17.	Indore	907	110	7580
18.	Jabalpur	777	217	3934
19.	Jhabua	221	44	256
20.	Khandwa	517	1069	859
21.	Khargone	601	1106	335
22.	Mandla	79	211	181

S. No.	District	1989-90	1990-91	1991-92 (upto 29.2.92)
1	2	3	4	5
23.	Mandsaur	682	1358	616
24.	Morena	558	629	361
25.	Narsinghpur	323	675	417
26.	Panna	24	102	418
27.	Raigarh	341	529	416
28.	Raipur	1223	5307	1258
29.	Raisen	470	572	445
30.	Rajgarh	290	376	548
31.	Rajnandgaon	325	459	543
32.	Ratlam	649	1482	599
33.	Rewa	212	186	697
34.	Sagar	525	587	23
35.	Sarguja	192	106	116
36.	Satna	269	733	632
37.	Sehore	418	617	803
38.	Seoni	195	613	526
39.	Shahdol	256	415	339
40.	Shahjapur	236	690	813
41.	Shivpuri	261	419	239
42.	Sidhi	211	121	105
43.	Tkamgarh	61	135	81
44.	Ujjain	2102	1586	770
45.	Vidhisha	171	367	412

STATEMENT –II*Steps taken to improve and modernise Telecommunication Service in Madhya Pradesh.*

Steps are being taken to improve and modernise Telecommunication service in Madhya Pradesh. Towards this end, the draft Eighth Plan (1992-97) proposals envisage addition of over 3 lakh lines and replacement of around one lakh lines mostly by electronic equipment during the Plan period in Madhya Pradesh which includes:—

- Achieve fully automatic network by March '1994 by replacing all manual exchanges.
- Replace life expired and worn out switches as and when they become life expired.
- Replace all strowger MAX-III exchanges by electronic exchanges (as part of the programme to provide national subscriber dialing to all exchanges)
- Provision of Subscriber Trunk Dialing facility to all exchanges.

[English]

Setting up of Automatic Telephone Exchange in Midnapore District

3050. SHRISATYAGOPAL MISRA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have taken a decision to set up one automatic telephone exchange with STD facilities combining the existing Mecheda and Kolaghat telephone exchanges into one exchange with STD Midnapore District West circle;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) No, Sir.

(b) Does not arise.

(c) (i) It has already been planned to replace the existing Mecheda small Electro-mechanical exchange and Kolaghat Manual exchange by 176 lines and 200 lines Electronic Exchanges respectively during 1992-93.

(ii) Installation work and upgradation of external plant in this regard has already been taken up.

(iii) Reliable transmission media have been planned between Kolaghat-Mecheda-Kharagpur during 1992-93 to provide STD facilities.

[Translation]

Losses in ITDC Hotels

3051. SHRI MRUTYUNJAYA NAYAK: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Government propose to improve the condition of such of the ITDC Hotels which are running in losses;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) to (c). ITDC presently owns and operates 25 hotels located at various places in the country. It is the endeavour of ITDC to

improve operational efficiency and profitability of its hotels through various commercial efforts which *inter-alia* include product improvement, man-power training, marketing and reservation tie-ups, advertising etc.

[English]

District flight from Delhi to Rajkot

3052. SHRI HARIBHAI PATEL:
SHRI CHANDRESH PATEL:

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

(a) whether there is any proposal for direct flight from Delhi to Rajkot; and

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

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

(b) Does not arise.

Conversion of Automatic Exchanges in Jamnagar, Gujarat

3053. SHRI CHANDRESH PATEL: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the steps taken by the Government to convert Automatic Exchanges in various Cities and Towns in Jamnagar, Gujarat; and

(b) the time by which these are likely to come into existence?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) Steps taken to convert manual exchanges into automatic exchanges are as under:

- (i) Exchanges equipment have been allotted.
- (ii) Purchase orders have been placed.
- (iii) Project estimates have been sanctioned.
- (iv) Buildings to accommodate these exchanges are being arranged.

(b) These exchanges are planned to be converted into automatic exchanges by 1994.

Assistance to Food Processing Industries in Coastal Area of Maharashtra

3054. SHRI SUDHIR SAWANT: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) the steps taken by the Government to encourage fruit processing industries for exports in coastal areas of Maharashtra;

(b) whether any assistance is provided to make packaging and bottling attractive and competitive in this industry;

(c) whether any provision of training has been made to process mango, cashew jack fruit, jamun, coconut, pineapple etc. for the youth of Kon-kon region;

(d) whether any concession and facilities have been provided for the cooperative sector engaged in the food processing industry; and

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

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI GIRIDHAR GOMANGO): (a) Incentives provided for 100% Export Oriented fruits and vegetable processing Units can be availed by such units located in

any part of the country including coastal areas of Maharashtra. Agricultural and Processed Food Products Export Development Authority (APEDA) has several schemes for assisting exporters. Financial assistance of Rs. 57.1 lakhs have been provided by the Ministry to 'Mahagrapes' a cooperative unit of Maharashtra., for setting up of post-harvest facilities with a view to encouraging export of grapes from Maharashtra. Export of products of some of the fruit & vegetable processing units located in coastal areas of Maharashtra are already taking place.

(b) Government has formulated schemes for assisting research in development of suitable packaging materials.

(c) The Ministry proposes to introduce a scheme for grant of financial assistance for setting up of Food Processing Training Centres in different parts of the country where training in processing locally available raw-material for manufacture of value added products could be imparted.

(d) and (e). The Ministry have formulated Plan schemes for providing financial assistance to the cooperative sector for development of food, fruit & vegetable processing facilities in rural areas, establishing or enlarging food, fruit & vegetable processing facilities and development of infrastructure for mushroom cultivation and processing. In the cooperative sector, assistance is granted in the form of loans given by National Cooperative Development Corporation at a concessional rate of interest. NCDC is also providing financial assistance to State Governments for establishment of fruit & vegetable processing units in the cooperative sector.

Integrated Steel Plant

3055. SHRI RAMCHANDRA GHAN-GARE: Will the Minister of STEEL be pleased

to state:

(a) the progress made so far in the construction of the Integrated Steel Plant at Bhugaon in Wardha District; and

(b) the time by which the production work is likely to be started and its potential of employment generation?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) and (b). M/s. Lloyds Steel Industries Ltd. (formerly M/s. Integrated Steel Ltd.) is implementing a project to manufacture cold rolled steel strips at Bhugaon in Wardha District. As reported by the company, civil construction has made considerable progress and orders have been placed for plant and machinery. Commercial production is expected to commence by the middle of 1993 and the project is expected to generate employment for about 80 persons.

Use of Guar Gum

3056. SHRI SHRAVAN KUMAR PATEL: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether it is a fact that Guar Gum a substance commonly found in South Asia and used as a filler and thickener in soups, gravies and salad dressings and an ingredient is processed food as calorie free and can be effectively used for controlling blood sugar and reducing blood cholesterol; and

(b) if so, the steps taken by the Government to popularise and promote the use of Guar Gum as a food ingredient in processed foods?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI GIRIDHAR GOMANGO: (a) and (b). Guar Gum is one of the crops of semi-arid areas like Rajasthan, Madhya

Pradesh and in certain parts of the states of Haryana, Uttar Pradesh and Gujarat. Guar Gum is widely used in textile and paper industries. Its edible grade is also used as a stabiliser in icecreams, confectionery and pharmaceutical industries. Guar Gum is permitted to be used as an emulsifying and stabilising agent, only where it is specifically permitted under the Prevention of Food Adulteration Act. Its use is not permitted in fruit products.

**Re-Employment to Retired Persons
in W. R. M. & T.**

3057. DR. ASIM BALA: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the retired persons from Different State Irrigation Departments and Central Water Commission are being given employment in the Water Resources, Management and Training Project;

(b) if so, the details thereof, including the number of consultants/technical officers etc. employed by the Louis Berger International Inc. (L.B.I.I.) and Water and Power Consultancy Service (India) Limited.

(c) the details of such consultants/technical officers etc. above the age of 62; and

(d) the reasons for giving such employment to the retired persons whereas there is abundant scope of unemployed qualified persons?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) to (d). Some retired persons have been engaged under the Water Resources Management & Training Project keeping in view their expertise and suitability with regard to technical requirements. The details of consultants/technical experts employed by Louis Berger International Inc. and Water and Power Consultance Services (India) Limited are enclosed.

STATEMENT

Sl. No.	Name	Designation	Whether the age is about 62 years
1	2	3	4
1.	Shri MBG Tilak	Former Engineer-in-Chief, A.P. Irrigation Department	No
2.	Dr. B.K. Sarkar	Agriculture economist	He is less than 62 and is regular officer of WAPCOS in the rank of Dy. Chief Engineer.
3.	Shri B.S. Rajvanshi	Former Additional Chief Engineer, Rajasthan Irrigation Department.	No
4.	Dr. J. Narain	Former Vice Chancellor Roorkee University	Yes
5.	Shri K.V. Raju	Former Professor, Institute for Rural Management, Gujarat	No
6.	Shri G.C. Kanjolia	Former Chief Engineer, Rajasthan Irrigation Department.	No
7.	Shri R. Dayal	Junior Officer (Computer) Water & Land Management Institute, Patna	No
8.	Shri B. Singh	Social Scientist, Water and Land Management Institute, Patna	No
9.	Shri L. Prasad	Junior Officer (Extn. Education, Water and Land Management Institute Patna.	No

Sl. No.	Name	Designation	Whether the age is about 62 years
1	2	3	4
10.	Shri R.K. Sinha	Former Director, Water and Land Management Institute, Patna	No
11.	Shri S.B. Koimattur	Former Superintending Engineer, Kamataka	No
12.	Shri R. Rangachari	Former Member, Central Water Commission	No
13.	Shri C.S.S. Rao	Former Joint Commissioner, Ministry of Agriculture	No
14.	Shri B.G. Manohar	Former Chief Engineer, Central Water Commission	No
15.	Shri AA.B. Pattnaik	Former Chief Engineer, Orissa Irrigation Department	No
16.	Shri P.R. Verma	Economist, Bhopal	No
17.	Shri H.K. Pande	Former Director, CRRI, Cuttack	Yes
18.	Shri P.K. Patra	Former Chief Engineer, Orissa Irrigation Department.	No
19.	Shri K.S. Narayanan	Former Chief Engineer, PWD Kerala	No
20.	Shri M.K. Singhal	Former Engineer-in-Chief, U. P. Iri. Deptt.	No

Sl. No.	Name	Designation	Whether the age is about 62 years
1	2	3	4
21.	Shri N.K. Kaushik	Former Chief Engineer, Rajasthan Irrigation Department.	No
22.	Shri B.P. Parida	Computer Specialist	

Details of LBII (Louis Berger International Inc.) Technical Experts/Consultants as on 31.12.91

Long Term (above 3 months)

1. Dr. Jen. Stofkoper – Team Leader (Civil & Agl. Engineer)
2. Mr. W. Bell – Irrigation Main System Specialist
3. Mr. J. Brown – State Training Institutes Development Expert
4. Mr. C. Maloney – Social Scientist
5. Mr. Tom Kajer – Training Specialist
6. Mr. E. Wisner – Education Specialist.
7. Mr. J. Baxter – Action Research Component Mgt.
8. Mr. R.V. Suryanarayana – n Tech. Officer – above 62 yrs.
9. Mr. P.W. Parwani – Technical Officer – above 62 yrs.

Short Term (upto 3 months)

1. Mr. J. Keller – Drip & Sprinkler Irrigation System Design & Layout – above 62 years.
2. Mr. Lyn. Johnson – System Analysis in Water Management.
3. Mr. S. Christopher – Social Sciences
4. Mr. J. A. Replogle – System Rehabilitation.
5. Mr. G. Skogerboe – Main System Operation & Management.

World Bank Report on Irrigation Projects

3058. SHRI J. CHOKKA RAO: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Government have recently received any appraisal report from the World Bank on the execution and irregularities in the execution of irrigation projects in the country;

(b) if so, the details thereof; and

(c) the reaction of the Government thereon?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) to (c). Yes, Sir. The Irrigation Sector Review Report of the World Bank refers to modest salary levels and inadequate performance related incentives of staff belonging to State Irrigation Departments in comparison to financial gains that are possible through collusion with contractors or illicit collection of revenues from farmers in exchange for water distribution favours. Irrigation Projects are planned, formulated and executed by the State Governments and as such, the observations of the World Bank have been brought to the knowledge of the State Governments for appropriate action.

Canal Lining and Compaction Project

3059. SHRI ANADI CHARAN DAS: Will the Minister of WATER RESOURCES be pleased to state:

(a) the extent of international co-operation so far received for improvement of Canal Lining and compaction of embankments and the State-wise allocation thereof; and

(b) the target achieved in Orissa thereby?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) and (b). The project 'Development of Low Cost Canal Lining and Compaction of Embankments' was taken up for implementation in 1984 which UNDP input of \$ 573, 7. The project was implemented by the then Ministry of Irrigation in collaboration with the State Governments of Haryana Madhya Pradesh, Maharashtra, and Uttar Pradesh. Subsequently, Rajasthan also joined. The project was completed in 1989 and UNDP assistance of \$ 351, 843 was utilised.

Incineration-Cum-Power Generation Plant in Delhi

3060. DR. SUDHIR RAY: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Government have sought compensation from a Danish firm-Messers Volund for setting up a refuse incineration power-cum-generation plant in Delhi, which never functioned; and

(b) if so, the loss suffered by Government thereon?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI) (a) Yes, Sir. Government has sought compensation from the turnkey contractor M/s Volund of Denmark for its failure to rectify defects in the refuse incineration-cum-power generation plant set

up at Timarpur, Delhi and demonstrate its performance in accordance with the contract.

(b) The Government does not expect to suffer any loss as action has been initiated to recover full compensation from the turnkey contractor.

[*Translation*]

Pollution Control Measures by Power Plants in Rajasthan

3061. SHRI GIRDHARI LAL BHARGAVA: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the details of power plants in Rajasthan at present;

(b) whether these plants have installed water and air pollution controlling equipments;

(c) the details of the directives issued by the Union Government for installing these equipments in the power plants; and

(d) if not, the action proposed to be taken by the Government for their installations?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) The existing capacity in operation at present in Rajasthan is given below:—

<i>Name of the Station</i>	<i>Generating Capacity (MW)</i>
Kota (Thermal)	640
R.P. Sagar (Hydro)	172
Jawahar Sagar (Hydro)	99

<i>Name of the Station</i>	<i>Generating Capacity (MW)</i>
Mahi Bajaj (Hydro)	140
Anoopghar (Hydro)	13
Anta Gas Turbine	413
Rajasthan Atomic Power Station (RAPS)	300

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

(English)

Solar Energy

3062. SHRI PRAFUL PATEL: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Government propose to take steps to popularise various technologies for making solar equipments; and

(b) if so, the details thereof in Maharashtra?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) and (b). Yes, Sir. In order to popularise various technologies for making solar equipments in the country including Maharashtra, the following steps are being taken during the year 1991-92:

(i) Funding of research projects for development of technologies to various research organisations.

(2) Pilot plant studies of new technologies.

(3) Exemption of Excise Duty and Central Sales Tax on Solar equipments.

(4) 100% depreciation for the installation of solar equipments and machinery used for manufacture of such equipments.

(5) Soft loan through Indian Renewable Energy Development Agency for manufacture and installation of solar equipments.

Suratgarh Thermal power Plant

3063. SHRI MANPHOOL SINGH: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the work on Suratgarh Thermal Plant has commenced and the allocation made in the current year;

(b) whether the farmers' agricultural land has been acquired for this purpose; and

(c) the area of the land acquired and the rate of compensation fixed in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) The scheme for instal-

lation of Suratgarh Thermal Power Project (2x25 MW) has been sanctioned by the Planning Commission in November, 1991 at an estimated cost of Rs. 1253.91 Crores. An outlay of Rs. 23.50 Crores was approved for the year 1991-92 for taking up infrastructural works. No work on the project has commenced so far.

(b) According to Rajasthan State Electricity Board, the land for the project has not been acquired.

(c) Does not arise.

Setting up of Coca Cola Plant

3064. SHRI HARI KISHORE SINGH:
SHRI RATILAL VERMA:

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

(a) whether the Government have received any proposal from the Coca Cola Company for setting up a unit for the production of cold drinks in the country; and

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

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRIGIRIDHAR GOMANGO):

(a) and (b). Government have approved a joint venture proposal submitted by M/s. JMRPCO Ltd., a company incorporated in Hongkong having NRI equity share holding of 60% and 40% share holding by M/s Coca Cola Co. South Asia Holdings, wholly owned subsidiary of the Coca Cola Co. of USA with M/s Britania Industries Limited, Calcutta and a Maharashtra State Government Agency for setting up a unit for manufacture of processed extruded snacks, processed nuts, stackable potato chips and non-alcoholic beverage bases/essences in a backward district of Maharashtra by setting up a new

company to be known as BRITCO foods Pvt. Ltd.

Of the total share capital of Rs. 26.85 crores of the Proposed joint venture company M/s. BRITCO Foods Pvt. Limited, M/s. JMRPCO Ltd. will have 66% equity amounting to Rs. 17.72 crores which is to be brought in foreign exchange. M/s. Britania Industries Limited will have 24% of equity amounting to Rs. 6.44 crores and Maharashtra State Government Agency/Institution will hold the remaining 10% amounting to Rs. 2.68 crores. The project is committed to the export-import ratio of the project in the case of import of soft drink concentrate at 3:1. In case of shortfall, eximscrisp entitlements to the extent of shortfall is to be foregone, and if this ratio is not fulfilled and eximscrisps not surrendered, Government will have the option to restrict import of soft drink concentrate. The foreign exchange requirement for imported capital goods will be covered by foreign equity to be brought in. No payments either by way of royalty or lumpsum towards technical know-how fee etc. have been envisaged.

[*Translation*]

Funds for Hydel Projects of Madhya Pradesh

3065. SHRI RAMESHWAR PATIDAR:
Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the funds allocated to the Madhya Pradesh Electricity Board during 1991-92 for the timely implementation of various proposed and under construction small/minor hydro power projects;

(b) whether the amount made available was adequate; and

(c) if not, whether the request for addi-

tional funds made by the Board has been acceded to?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) The Planning Commission allocated a lumpsum outlay of Rs. 682.00 lakhs for small/minor schemes of upto 3 MW capacity under construction against the State Government's demands of Rs. 982.00 lakhs. Nil provision for new schemes.

(b) and (c). No, Sir.

[English]

Price of Steel

3066. SHRI R. JEEVARATHINAM:
SHRI MORESHWAR SAVE:

Will the Minister of STEEL be pleased to state:

(a) the selling price of steel from October to December, 1991 including the current rate; and

(b) the steps taken or proposed to be taken to check the rise in the prices of steel?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) Ex-works prices of SAIL for representative steel items are given in Statement:

(b) The following measures are taken to contain the prices of steel.

- Increased production and cost reduction measures, taken by the integrated steel plants.
- Delicensing of the steel sector to encourage the private entrepreneurs to invest in the steel sector for increasing production.
- Deregulation of prices of iron and steel, which will lead to increased production in the secondary sector. This will also result in enhanced efficiency and competitiveness in the steel sector leading to cost reduction.
- Reduction in import duties on steel melting scrap from 35% to 10%, from 55% to 35% on pig iron and from 65% to 45% on billets and HR coils so as to facilitate imports to supplement domestic availability.

STATEMENT

Ex-works Prices for Representative Steel Items

(SAIL)

(RS. /MT)

<i>Category</i>	<i>Oct. -Dec. '91</i>	<i>W.E.F. 1.3.92</i>
Bullets : 80-100 MM	5319	5579
Blooms : 150 MM	5199	5459

(RS. /MT)

<i>Category</i>	<i>Oct. -Dec. '91</i>	<i>W.E.F. 1.3.92</i>
Slabs : 90 MM & Lower	5169	5429
Rounds : 16 MM	6274	6534
Tor Steel : 8 MM	7769	8029
Wire Road : 8 MM	6499	6759
Angles : 65x56x6	6864	7124
Channels: 100x50	7539	7799
Joist : 150x75	7829	8089
<i>PLATES</i>		
(I) Above 5 to 10 MM	9564	9713
(II) Above 10 to 20 MM	10019	10220
H R Sheets : 3.15 MM	9279	9273
H. R. Coil : 3.15 MM	9744	9791
<i>C.R. SHEETS</i>		
(I) 0.63 MM	13376	13176
(II) 1.6 MM	12394	12500
<i>C.R. COIL</i>		
(I) 0.63 MM	12964	13136
(II) 1. 6 MM	12174	12255
<i>G.P. SHEETS</i>		
(I) 0.63 MM	17404	17736
(II) 1.6 MM	13659	13560

(RS. /MT)

<i>Category</i>	<i>Oct. -Dec. '91</i>	<i>W.E.F. 1.3.92</i>
<i>G.C. SHEETS</i>		
(I) 0.63 MM	17459	17797
(II) 1.6 MM	13714	13622

NOTE:

1. **FREIGHT CHARGEABLE:** During Oct.-Dec. '91 the Equalised Freight Element was Rs. 956/- per MT for Steel w.e.f. 17.1.92 it is actual Freight or Rs. 956/- which ever is lower.
2. Increase with effect from 1.3.1992 is on account of revision in Excise Duty announced in the Union Budget for 1992-93.

**Pooyamkutty Hydro Electric
Schemes in Kerala**

3067. SHRIMATISUSEELAGOPALAN:
Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Government propose to reconsider the decision taken on the pooyamkutty Hydro-electric scheme in Kerala; and

(b) if not, the alternative arrangements proposed to be made to meet the acute power shortage in Kerala?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) The Pooyamkutty Hydro-electric Project (2x120 MW) was accorded techno-economic approval by Central Electricity Authority in January 1984 and Environment clearance by Ministry of Environment & Forests in June 1985. The Planning commission sanctioned the project in August 1986 subject to the State Govern-

ment obtaining forest clearance from Ministry of Environment & Forests. In January 1991 the Ministry of Environment & Forest conveyed their inability to given the necessary forest clearance for the release of 3001.8 ha. of forest land required for the project. Subsequently, in February 1991 the State Government requested the Ministry of Environment & Forests for re-consideration of the decision and after re-consideration the Ministry of Environment & Forests rejected the forest clearance for the project.

(b) To meet the power shortage eleven hydro-electric schemes with a total installation of 335 MW are at present under construction in Kerala. Two hydro-electric schemes viz. Boothathankettu (3x10 MW) and Pallivasal Rehabilitation (3X20 MW) are at present under examination in Central Electricity Authority. Adirapally Hydro-electric Project (2x80 MW) was found techno-economically in order by Central Electricity Authority in June 1989 subject to clearance of the project from Environment & Forest angle.

Preliminary works have already been

started for generation of power based on diesel generation system in the State in order to meet the power shortage.

More Gas Based Power Stations In Gujarat

3068 SHRI RATILAL VARMA: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Government propose to sanction more gas based power stations in Gujarat during Eighth Plan; and

(b) if so, how much generation capacity will it add in total power generation of Gujarat?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) and (b). The Eighth Five Year Plan has not yet been finalised.

Deep Sea Fishing In Orissa

3069. SHRI LOKANATH CHOUDHURY: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government of Orissa has submitted a project report for deep sea fishing in the State to the Union Government; and

(b) if so, the details of the projects approved by the Union Government and allocation made?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRIGIRIDHAR GOMANGO): (a) No, Sir.

(b) Does not arise.

Irrigation Projects under Cada

3070. SHRI BHUPINDER SINGH HOODA:
DR. KRUPAS INDHU BHOI:
SHRIMATI D.K. BHANDARI:
SHRI SANAT KUMAR MAN-
DAL:

Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Command Areas Development Authority (CADA) has evolved a new strategy involving farmers, especially women, in proper and judicious use of canal and sub-soil water for irrigation and drinking purposes?

(b) if so, the broad features of the new strategy;

(c) whether there is any proposal to bring minor irrigation projects under the purview of the Command Area Development Programme in the Eighth Five Year Plan;

(d) if so, the details thereof; and

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

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) and (b). Involvement of farmers, both men and women, in irrigation water management at minor/outlet level forms an important component of centrally sponsored command area development programme for improving utilisation and judicious use of irrigation water supply. In pursuance to this the Ministry of Water Resources prepared and circulated detailed guidelines in 1987 for the involvement of farmers in irrigation water management at minor level on pilot basis in each irrigation project covered under the programme. The guidelines indicate the objectives, methodology, details of mem-

bership, duties and responsibilities of the Farmers Association as well as those of the Irrigation Departments. Under the programme management subsidy is also being provided by the Govt. of India at the rate of Rupees 100 per hectare per year for the first two years and at the rate of Rupees 75 per hectare for the third year on matching basis with the States for formation and sustainance of these associations in initial years. In addition, action research programme to initiate Farmers Associations through efforts of voluntary agencies and independent organisations are also being planned on pilot basis in selected states.

(c) Yes Sir.

(d) and (e). The proposal envisages to take up commend area development activities in 8th Plan in selected minor irrigation projects covering a culturable command area of less than 2000 hectare under a centrally sponsored scheme with matching assistance from State governments on selected activities.

The various commend area development activities envisaged to be taken up during the 8th Plan under the proposal aim at better utilisation of created irrigation potential in minor irrigation projects through efficient use of scarce water resource. These activities include constriction of field channels and field drains, implementation of warabandi, land levelling and shaping, carrying out adaptive trials, demonstrations, training and farmers participation. The selection of minor irrigation projects under the proposed scheme is envisaged to be carried out in consultation with the states. 8th Plan as such is yet to be finalised.

Interest shown by Japan, Saudi Arabia on Deep Sea Fishing

3071. SHRI P.M. SAYEED: Will the

Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether United States, Japan and Saudi Arabia have shown keen interest for joint ventures for deep sea fishing in India;

(b) if so, the details thereof; and

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

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI GIRIDHAR GOMANGO: (a) to (c). While no proposal has been received for collaboration with Japan and Saudi Arabia, one Indian Company has submitted a proposal for joint venture with an US company for operation of mini-liners and multi-liners in Indian Exclusive Economic Zone and beyond for exploitation of tuna, tuna like fishes and sharks, etc. The proposal is being considered.

[Translation]

Fund released by REC in Uttar Pradesh and Orissa

3072. SHRI ARJUN SINGH YADAV:
SHRI SRIKANTA JENA:

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

(a) whether the amount released for rural electrification by the programme Rural Electrification Corporation in Uttar Pradesh and Orissa is less than the amount actually allocated for this purpose;

(b) if so, the reasons therefor; and

(c) the amount allocated for the next year for each State?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) and (b). The allocation

and disbursement of funds for R.E. Programme in U.P. and Orissa upto the end of February, 1992 is as under:

(Rs. in crores)

S. No.	Name of State	Allocation	Disbursement
1.	U.P.	68.32	41.07
2.	Orissa	33.6	26.89

The U.P. Govt. has recently requested for reduction of target of village electrification, due to which funds are not likely to be fully utilised. In the case of Orissa, the balance allocation is likely to be utilised by the end of March, 1992.

(c) The Planning Commission has allocated Rs. 75 crores and Rs. 40.45 crores to U.P. and Orissa respectively for the next financial year.

[English]

Equity Participation by Foreign firms in Power Generation

3073. SHRI N. DENNIS: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Government propose to allow 100% equity participation by foreign firms and foreigners in power generation, and in its distribution;

(b) if so, the details thereof; and

(c) the response to this policy?

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

(b) Government have notified the details of the policy to encourage private enterprises participation in the electricity sector in the Gazette Notification No. 237 dated 22.10.90. The Electricity Laws (Amendment) Act, 1991 which came into force with effect from 15.10.1991, provides for a liberalised legal frame-work for the implementation of the scheme to encourage private enterprises participation in electricity generation, supply and distribution as well as widening the scope of private enterprises participation in the electricity sector. The policy frame-work in this regard provides for electricity projects to be set up by foreign private investors with foreign equity participation upto 100%. The condition of dividend balancing by export earnings which is normally applied to cases of foreign investment upto 51% equity will not be applicable to such foreign investment in the power sector.

(c) Foreign investment proposals have been received for equity participation in five power projects for installation of 490 MW.

Supply of iron from China

3074. SHRI GURUDAS KAMAT: Will the Minister of STEEL be pleased to state:

(a) whether there is any proposal to import iron ore from China; and

(b) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) No, Sir.

(b) Does not arise.

A-320 Airbus deal

3075. SHRI ATAL BIHARI VAJPAYEE:
SHRI SHANKERSINH VAGHELA:
SHRI RAMKRISHNA KUSMARIA:
SHRI JAGAT VIR SINGH DRONA:
SHRI PRABHU DAYAL KATHERIA:
SHRI BALRAJ PASSI:
SHRI SANAT KUMAR MANDAL:
SHRI DEVENDRA PRASAD YADAV:
SHRI RAM BADAN:

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

(a) the details of progress made into the enquiry of alleged pay off in the purchase deal of A-320 airbus;

(b) the name of the investigating agency inquiry into the aforesaid deal; and

(c) the time by which the investigation is likely to be completed and the latest position of the case?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) to (c). The purchase deal of airbus A-320 is being investigated by Central Bureau of Investigation in a regular case registered on 29.3.1990. Most of the investigation to be conducted in India has been

completed. As regards investigation outside India, the Competent Court in Delhi have issued the Letters Rogatory to USA, UK and France, District Courts of Illinois and Washington have already executed the letters rogatory. It is difficult to specify any time limit for the completion of investigation at this stage.

[*Translation*]

Demand and Supply of Power in Uttar Pradesh

3076. SHRI RAM PUJAN PATEL: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the demand and supply of power in Uttar Pradesh;

(b) whether the Government propose to accord approval for more power houses in Uttar Pradesh in view of the power shortage in the State; 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) During the period April, 91—February, 92 the energy requirement in Uttar Pradesh was 28710 million units against which the availability was 25818 million units.

(b) and (c). Schemes aggregating to about 3000 MW have been sanctioned for implementation in Uttar Pradesh in the State Sector.-

Western Kosi Canal

3077. SHRI BHOGEN德拉 JHA: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the construction work of Western Kosi Canal Project is going on as per schedule;

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

(c) if not, the reasons therefor and the time by which the work is likely to be completed;

(d) whether representations have been received by the Government regarding expenditure incurred so far on construction work;

(e) if so, the action taken thereon;

(f) whether the Government propose to set up a Board to look after the construction work of Western Kosi Canal project; and

(g) if so, the details thereof?

THE MINISTER WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) The Government of Bihar who is executing the project, has reported that construction work is lagging behind the original targets.

(b) Does not arise.

(c) The main reasons for slow progress are financial constraints, non-finalisation of agreement with contractor for execution of hydraulic structure and delay in land acquisition. The schedule for completion is June, 1995.

(d) No, Sir.

(e) Does not arise.

(f) There is no such proposal with the State Government.

(g) Does not arise.

[English]

Allocation for STD and ISD in Maharashtra

3079 SHRI SHANKARRAO KALE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of automatic telephone exchanges functioning in Maharashtra, district-wise;

(b) the number of telephone exchanges having STD and ISD facilities set up in the State during 1991-92 so far; and

(c) the details thereof and the amount allocated therefor.

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) The information is given in the Statement.

(b) and (c). A total of 16 new exchanges with STD and ISD connectivity have been commissioned during 1991-92 as on 6th March '92. The outlay for these exchanges is included in the total programme of around Rs. 421 Crores for Maharashtra and Bombay.

STATEMENT

The number of Automatic Telephone Exchanges functioning in Maharashtra District-wise as on 20.2.1992.

S. No.	Name of District	No. of Automatic Exchanges
1.	Ahmednagar	131
2.	Akola	37

<i>S. No.</i>	<i>Name of District</i>	<i>No. of Automatic Exchanges</i>
3.	Amraoti	45
4.	Aurangabad	44
5.	Beed	22
6.	Bhandara	48
7.	Buldhana	51
8.	Chandrapur	32
9.	Dhule	67
10.	Gadchiroli	16
11.	Jalgaon	99
12.	Jalna	32
13.	Kolhapur	71
14.	Latur	31
15.	Nagpur	56
16.	Nanded	46
17.	Nasik	100
18.	Osmanabad	22
19.	Parbhani	37
20.	Pune	101
21.	Raigad	56
22.	Ratangiri	56
23.	Sangli	69
24.	Satara	65

<i>S. No.</i>	<i>Name of District</i>	<i>No. of Automatic Exchanges</i>
25.	Sindhudurg	33
26.	Solapur	73
27.	Thane	57
28.	Wardha	30
29.	Yeotmal	33
30.	MTNL, Bombay	91
Total		1651

On-going Irrigation Projects in Maharashtra

3079. SHRI SHANKARRAO KALE:
SHRI VILASRAO NAG-
NATHRAO GUNDE-
WAR:

Will the Minister of WATER RESOURCES be pleased to state:

(a) whether some of the on-going irrigation projects and dams in Maharashtra are running behind schedule;

(b) if so, the details thereof;

(c) if not, the reasons therefor; and

(d) the extent of cost escalation as a result of delay?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) to (d). A statement giving the details of the Major and Medium on-going irrigation projects of Maharashtra is enclosed.

STATEMENT
Statement Referred to in Reply to Parts (a) to (d) of Unstarred Question No. 3079 to be Answered in Lok Sabha on 16. 3. 1992

Rs. in crores/irrigation Potential in
thousand hectares.

Sl. No. of Project	Name of Project	Plan in which started	Approved cost	Latest estimated cost	Expenditure		Spill over cost Villplan	Ultimate Potential	Potential achieved to			
					End of VII th Plan	during A.P. 90-91			End of Villplan	Addition during Annual Plans		
1	2	3	4	5	6	7	8	9	10	11	12	13
						90-91	91-92 (Atd.)			90-90	91-92 (Atd.)	
MAHOR PROJECTS												
1.	Jayakwadi St. I & II	V	274.52	650.46	446.28	31.18	30.00	143.00	277.21	196.28	7.33	4.80
2.	Bhatsa	V	UA	83.41	28.49	3.28	6.00	45.55	42.55	8.88	-	2.40
3.	Upper Tapi	IV	12.9	101.32	74.06	3.31	3.00	20.95	55.14	46.41	0.25	0.80
4.	Khadakwasla	II	11.62	202.50	116.24	9.18	9.500	67.58	62.15	40.81	0.75	0.80
5.	Krishna	III	27.66	224.14	135.42	6.72	7.00	75.00	113.26	78.01	0.57	-
6.	Lower Tima	VI	37.65	122.94	46.75	11.25	14.00	50.94	20.26	2.97	1.26	1.60

Rs. in crores/irrigation Potential in thousand hectares.

Sl. No. of Project	Name of Project	Plan in which started	Approved cost	Latest estimated cost	Expenditure		Spill over cost Villiplan	Ultimate Potential	Potential achieved to			
					End of VII th Plan	90-91			End of Villiplan	Addition during Annual Plans		
1	2	3	4	5	6	7	8	9	10	11	12	13
7.	Lower Wunna	VI	UA	95.34	31.53	9.24	12.00	41.97	20.78	1.50	0.19	0.80
8.	Kanwa	VI	UA	29.46	7.0	3.51	4.50	14.00	1-032	-	-	-
9.	Vashnupuri	AP 78-80	78	157.75	6.73	8.17	4.85	75.00	35.73	8.74	-	0.80
10.	Anurawati	VI	UA	89.57	28.85	8.84	11.00	40.88	30.87	-	-	-
11.	Tilari	AP 78-80	UA	443.32	16.02	2.31	2.50	20.45	7.01	-	-	-
12.	Wan	VI	UA	70.80	10.42	6.45	8.00	45.93	17.56	-	-	-
13.	Warna	IV	31.08	457.19	154.56	6.40	6.00	290.23	113.92	1.00	-	0.80
14.	Kukadi	AP 66-69	17.90	543.94	216.38	19.95	18.45	289.16	156.27	51.36	2.80	3.20
15.	Bhima	III	42.58	571.39	287.46	2.16	23.00	236.77	162.50	105.68	1.13	4.00
16.	Upper Panganga	V	84.48	424.16	191.14	14.27	12.70	206.05	111.53	36.77	2.00	1.60

Rs. in crores/Irrigation Potential in thousand hectares.

Sl. No.	Name of Project	Plan in which started	Approved cost	Latest estimated cost	Expenditure						Spill over cost	Ultimate Potential	Potential achieved to		
					during A.P.		Villplan	90-91	91-92 (Atd.)	End of VII th Plan			End of VIplan	Addition during Annual Plans	
					End of VII th Plan	90-91									91-92 (Atd.)
1	2	3	4	5	6	7	8	9	10	11	12	13			
17.	Upper Wardha	V	39.88	356.56	134.73	18.55	21.00	182.28	80.25	-	-	1.60			
18.	Upper Godavari	AP 66-69	14.20	132.99	55.35	2.66	3.00	71.98	67.29	58.47	0.78	-			
19.	Surya	AP 78-80	19.35	155.99	74.53	7.92	7.00	66.54	27.19	19.52	1.10	1.60			
20.	Bawanthadi	Ap 78-80	UA	81.81	11.55	0.49	0.50	69.27	25.31	-	-	-			
21.	Ghaakaman	V	22.48	177.79	22.36	8.32	8.00	139.11	38.62	-	-	-			
22.	Waghur	V	12.28	69.36	5.11	0.56	1.00	62.09	28.58	-	-	-			
23.	Punad	VI	UA	49.03	1.61	0.30	0.50	46.62	16.86	-	-	-			
24.	Nandur Madhmeshwar	V	72.66	100.20	7.87	0.69	1.50	90.14	45.12	-	-	-			
25.	Upper Parvara	V	15.87	182.55	9.12	0.91	0.50	172.02	106.80	66.9	-	-			

Rs. in crores/irrigation Potential in thousand hectares.

Sl. No.	Name of Project	Plan in which started	Approved cost	Latest estimated cost	Expenditure		Spill over cost Villplan	Ultimate Potential	Potential achieved to			
					End of VII th Plan	during A.P. 90-91			End of Addition during Annual Plans	90-90 91-92 (Atd.)		
1	2	3	4	5	6	7	8	9	10	11	12	13
26.	Lowe Dudhna	V	53.21	85.07	0.39	0.13	0.15	84.30	29.80	-	-	-
27.	Goshi Khurd	VI	UA	542.90	8.33	3.82	7.75	523.00	190.00	-	-	-
28.	Koyna Krishna lift	VI	UA	293.27	20.49	8.33	8.00	256.45	36.31	-	-	-
29.	Dudhganga	V	UA	254.41	78.66	8.99	8.04	158.72	65.14	-	-	0.80
30.	Nira Deedhar	VI	UA	103.95	0.05	0.05	0.25	10.3.60	31.21	-	-	-
31.	Tultuli	VI	UA	51.93	3.46	0.05	0.05	48.37	30.39	-	-	-
32.	Human	VI	UA	93.04	4.52	0.05	0.05	88.36	36.22	-	-	-
33.	Lower Wardha	VI	UA	117.18	3.51	0.71	1.00	111.90	52.98	-	-	-
34.	Talamba	VI	UA	106.71	5.94	0.36	0.50	99.91	16.15	-	-	-

Rs. in crores/irrigation Potential in thousand hectares.

Sl. No.	Name of Project	Plan in which started	Approved cost	Latest estimated cost	Expenditure		Soil over cost Villplan	Ultimate Potential	Potential achieved to			
					End of VII th Plan	End of during A.P.			End of VIIplan	Addition during Annual Plans		
1	2	3	4	5	6	7	8	9	10	11	12	13
							90-91	91-92 (Atd.)			90-90	91-92 (Atd.)
35.	Landi	VI	UA	71.38	2.16	0.22	0.30	68.70	19.58	-	-	-
36.	Lower Panganga	VI	UA	232.81	0.01	0.01	0.01	232.78	135.57	-	-	-
MEDIUM PROJECTS												
1.	Dham	V	4.48	45.98	25.96	5.24	6.66	8.12	10.21	5.70	1.80	1.60
2.	Nathuwadi	V	8.29	27.34	23.48	1.43	1.25	1.18	4.62	3.52	-	0.54
3.	Shaknoor	VI	8.77	50.27	34.95	4.83	3.00	7.49	9.56	7.50	1.00	0.40
4.	Sanka	VI	3.53	17.13	6.63	0.77	1.40	8.33	2.83	1.50	-	0.30
5.	Nagasakya	VI	5.41	13.84	9.05	2.29	1.00	1.50	2.08	-	-	0.32
6.	Dehali	VI	6.86	19.4	2.23	1.02	1.25	13.94	4.35	-	-	-

Rs. in crores/irrigation Potential in thousand hectares.

Sl. No.	Name of Project	Plan in which started	Approved cost	Latest estimated cost	Expenditure		Spill over cost Villplan	Utilisation Potential	Potential achieved to			
					End of VII th Plan	during A.P. 90-91			End of Villplan	Addition during Annual Plans		
1	2	3	4	5	6	7	8	9	10	11	12	13
7.	Lower Pua	VI	3.68	23.48	19.52	1.54	2.00	0.42	9.68	8.10	0.97	0.30
8.	Harapanari	VI	1.41	15.39	9.79	1.00	1.50	3.10	4.88	4.30	0.60	0.10
9.	aron	V	2.89	26.80	19.48	2.06	1.60	3.66	10.71	8.00	-	0.80
10.	Mun	VI	5.35	28.33	12.53	5.13	5.25	6.42	7.6	-	1.35	0.80
11.	Wadiwale	AP-78-8	3.30	16.16	7.20	1.05	1.00	6.91	3.63	2.88	-	0.10
12.	Jawatgaon	V	2.38	11.54	8.1	1.02	1.00	1.42	5.3	1.26	-	2.00
13.	Kasari	V	6.15	14.44	9.66	1.49	1.00	2.29	9.46	3.53	-	0.80
14.	Pakdigudam	VI	1.64	8.10	5.12	0.91	1.00	1.07	3.71	-	-	0.40
15.	Masatga	VI	UA	8.36	3.20	1.46	1.25	2.45	2.43	-	-	0.10

Rs. in crores/irrigation Potential in thousand hectares.

Sl. No.	Name of Project	Plan in which started	Approved cost	Latest estimated cost	Expenditure		Spill over cost	Ultimate Potential	Potential achieved to			
					End of VII th Plan	End of during A.P. 90-91			91-92 (Atd.)	End of VII th Plan	90-90	91-92 (Atd.)
1	2	3	4	5	6	7	8	9	10	11	12	13
16.	Deorjan	VI	1.53	6.30	2.97	0.54	1.25	1.54	1.81	-	-	0.47
17.	Sakol	VI	UA	8.95	3.85	1.60	1.50	2.00	2.06	-	-	0.10
18.	Hetwane	VI	UA	60.69	19.52	4.57	5.00	31.60	12.83	-	-	-
19.	Bahula	V	5.92	14.68	3.31	0.76	1.00	9.61	4.65	-	-	-
20.	Hivara	V	3.44	8.01	2.77	1.23	1.00	3.01	2.70	-	-	-
21.	Patgaon	VI	7.39	23.37	7.97	0.80	1.00	13.60	8.36	0.76	-	0.80
22.	Kumbhi	V	5.16	17.47	1.53	0.30	0.60	15.04	8.89	0.82	-	0.05
23.	Tembhapuri	VI	UA	14.22	3.09	0.95	2.00	8.18	4.78	-	-	-
24.	Kasraari	VI	2.70	12.52	2.08	0.34	0.55	9.95	3.64	-	-	-
25.	Kadvi	V	3.47	15.22	2.19	0.30	0.40	12.33	9.22	1.40	-	-

Rs. in crores/Irrigation Potential in thousand hectares.

Sl. No.	Name of Project	Plan in which started	Approved cost	Latest estimated cost	Expenditure		Spill over cost	Ultimate Potential	Potential achieved to			
					End of VII th Plan	90-91			End of VIII th Plan	90-90	91-92	91-92 (Atd.)
1	2	3	4	5	6	7	8	9	10	11	12	13
26.	Purna Neupur	V	1.89	4.82	1.20	0.54	0.80	2.28	4.29	-	-	-
27.	Amravati	VI	4.53	10.05	0.99	0.66	1.25	7.15	3.25	-	-	-
28.	Jangamhati	V	UA	11.19	1.35	0.70	0.75	8.39	3.14	0.02	-	-
29.	Anjana Palshi	V	3.19	6.46	0.85	0.69	1.50	3.42	2.55	-	-	-
30.	Sonwad	VI	3.14	13.27	1.14	1.24	1.25	9.64	2.36	-	-	-
31.	Jam	VI	UA	14.69	2.22	0.90	2.41	9.16	8.71	-	-	-
32.	Alandi	V	UA	14.00	10.04	1.28	1.50	1.18	6.30	4.62	1.00	0.40
33.	Bor Dahegaon	VI	UA	11.48	0.93	1.91	1.50	7.14	3.12	-	-	-
34.	Tajapur	VI	UA	5.75	0.94	0.11	0.25	4.45	2.74	-	-	-
35.	Mor	V	0.91	14.83	1.42	0.02	6.01	13.38	1.54	-	-	-

Rs. in crores/Irrigation Potential in thousand hectares.

Sl. No.	Name of Project	Plan in which started	Approved cost	Latest estimated cost.	Expenditure		Spill over cost Villiplan	Ultimate Potential	Potential achieved to			
					End of Vll th Plan	during A.P. 90-91			End of Villiplan	Addition during Annual Plans		
1	2	3	4	5	6	7	8	9	10	11	12	13
							91-92 (Atd.)			90-90	91-92 (Atd.)	
36.	Ehikkotra	V	4.28	4.66	0.59	0.01	0.01	14.05	4.69	0.32	-	-
37.	Karawappanalla	VI	4.70	17.54	2.59	0.01	0.01	14.93	5.25	-	-	-
38.	Urmodi	VI	18.85	20.46	0.93	0.01	0.01	19.51	9.04	-	-	-
39.	Dhivnatalali	VI	UA	34.83	1.25	0.44	1.20	31.94	7.49	-	-	-
40.	Upper Manar	VI	UA	31.57	1.83	0.38	0.50	28.86	13.91	-	-	-
41.	Deogad	VI	UA	27.77	3.18	0.46	0.53	23.60	8.35	-	-	-
42.	Pandhari Nalla	V	0.33	2.03	0.19	-	0.10	1.74	2.08	-	-	-
43.	Bori	VI	UA	16.06	0.25	0.05	0.03	15.73	10.45	-	-	-
44.	Eardha	V	UA	17.25	0.02	-	0.01	1.74	20.8	-	-	-

Rs. in crores/irrigation Potential in thousand hectares.

Sl. No.	Name of Project	Plan in which started	Approved cost	Latest estimated cost	Expenditure			Spill over cost Villplan	Ultimate Potential	Potential achieved to				
					End of VII th Plan		90-91			End of VIII plan		90-90	Addition during Annual Plans	
					90-91	91-92 (Atd.)				91-92 (Atd.)	91-92 (Atd.)			
1	2	3	4	5	6	7	8	9	10	11	12	13		
45.	Dongergaon (C)	V	UA	6.85	0.40	-	-	6.45	3.59	-	-	-		
46.	Channa Nadi	V	UA	7.90	1.03	-	-	6.87	2.12	-	-	-		
47.	Yeotimasoli	V	UA	7.62	5.09	0.50	0.99	1.04	1.80	0.80	0.70	0.10		
48.	Balpara	V	UA	5.19	2.84	0.44	1.00	0.91	0.96	-	-	-		
49.	Mangrulpur	V	UA	2.95	0.45	-	0.01	2.49	1.50	-	-	-		
50.	Talani	V	UA	2.80	0.45	0.04	0.03	2.28	2.44	-	-	-		
51.	Umarnari	AP 78-80	UA	3.15	1.14	-	-	2.01	2.03	-	-	-		

1. U.A. Stands for Unapproved.

2. A.P. Stands for Annual Plan.

3. Programme for completion of the projects depends upon the size of the project, availability of funds and construction materials and technical problems encountered during the execution. Subject to above generally the projects are programmed for completion in 10-15 years and medium irrigation projects in five years.

4. Delay in execution of projects is mainly due to inadequate allocation of funds to the Project in addition to the change in the scope during execution, and acquisition problems, non-availability of scarce material like cement, steel and diesel.

Block Grants for Anti Sea Erosion*[Translation]*

3080. SHRI H.D. DEVEGOWDA: Will the Minister of WATER RESOURCES be pleased to state:

(a) the details of block grants released by the Union Government for anti sea erosion to Karnataka, Kerala, Maharashtra and Tamil Nadu during each of last three years state-wise?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) Central Loan Assistance has been released only to Kerala State Government for anti sea erosion works. The amount released during the last three years is as follows:

<i>Year</i>	<i>Amount in rupees crores</i>
1988-89	2.50
1989-90	2.37
1990-91	2.05

Expansion and Modernisation of Telephone Exchanges in U.P.

3081. SHRI RAJVEER SINGH: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to modernise and expand the telephone exchanges functioning in Bareilly and Budaun districts of Uttar Pradesh; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) Yes, Sir.

(b) As given in the attached Statement.

STATEMENT

Details of Modernisation/Expansion of Telephone Exchanges in the Districts of Bareilly and Budautn (U.P.)

District Bareilly:

<i>District Bareilly:</i>		<i>Plans for expansion/modernisation.</i>	
<i>S. No.</i>	<i>Name & Type of Existing Exchange</i>	<i>9900 lines (Strowger)</i>	<i>Expansion by 4000 lines E-10 B Digital Exchange (Reemote Line Unit)</i>
1.	Bareilly	9900 lines (Strowger)	Expansion by 4000 lines E-10 B Digital Exchange (Reemote Line Unit)
2.	Nawabganj	56 lines	MILT Strowger
3.	Ramnagar	25 lines	MILT
4.	Bhiteaura	50 lines	MILT
5.	Richha	50 lines	MILT
6.	Bhojipura	50 lines	MILT
7.	Meerganj	50 lines	MILT
8.	Bhuriyan	25 lines	MILT
9.	Bhuta	25 lines	MILT
10.	Deorapia	25 lines	MILT
11.	Deochora	25 lines	MILT

Phans for expansion/modernisation.

S. No. Name & Type of Existing Exchange

12.	Dhauratanda	25 lines	"	MILT	56 lines
13.	Fatehganj	25 lines	"	MILT	56 lines
14.	Rithora	25 lines	"	MILT	56 lines
15.	Bishartganj	25 lines	"	MILT	56 lines
16.	Sheeshgarh	25 lines	"	MILT	56 lines
17.	Shergarh	25 lines	"	MILT	56 lines
<u>District Budaun:</u>					
1.	Budaun	1000 lines	(Stronger)	CDOT	1500 lines
2.	Baurala	88 lines	CDOT	CDOT	176 lines
3.	Dataganj	88 lines	CDOT	CDOT	176 lines
4.	Gawan	50 lines	Stronger	CDOT	88 lines
5.	Islamnagar	50 lines	"	CDOT	88 lines
6.	Dehgawan	25 lines	"	MILT	56 lines
7.	Kadar Chawak	25 lines	"	MILT	56 lines
8.	Kakrala	25 lines	"	MILT	56 lines

S. No.	Name & Type of Existing Exchange	Phas:s for expansion/modernisation.
9.	Allapur 25 lines	MILT 56 lines
10.	Binawar 25 lines	MILT 56 lines
11.	Gularia 25 lines	MILT 56 lines
12.	Kachhla 25 lines	MILT 56 lines
13.	Kunwargaon 25 lines	MILT 56 lines
14.	Rudayne 25 lines	MILT 56 lines
15.	Saidpur 50 lines	MILT 56 lines
16.	Uguill 25 lines	MILT 56 lines
17.	Usaid 25 lines	MILT 56 lines
18.	Usawan 25 lines	MILT 56 lines
19.	Asafpur 10 lines	MILT 56 lines

All the above plans are likely to be completed during 8th five year plan, subject to availability of resources.

[English]

**Low Power Transmitter at Kankauli,
Maharashtra**

3082. PROF. RAM KAPSE: Will the Minister of INFORMATION AND BROADCASTING be pleased to refer to the reply given on November, 25, 1991 to Unstarred Question No. 484 and state:

(a) the details of the expenditure incurred originally in the Doordarshan budget for 1991-92;

(b) the expenditure, so far, incurred during the year so far;

(c) the time by which the project is likely to be completed and the expenditure involved on its completion; and

(d) the total number of villages along with the population expected to be covered?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (KUMARI GIRIJA VYAS):

(a) An amount of Rs. 18.28 lakhs has been provided for in the Annual Budget of Doordarshan 1991-92 for the Low Power TV Transmitter project at Kankauli, Maharashtra.

(b) Whereas no expenditure has so far been incurred on the project, an amount of 18.28 lakhs is expected to be incurred by the end of March, 1992.

(c) As per the present indications, the transmitter at Kankauli is expected to be commissioned into service during 1993-94.

(d) On commissioning of the said transmitter, 315 villages and about 3 lakhs of population is expected to benefit by the TV service.

Air Hostesses in Indian Airlines and Air India

3083. SHRIMATI CHANDRA PRABHARS: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the total number of air hostesses working in Indian Airlines and Air India flight, in service, flights-wise;

(b) the number out of them who have crossed 4 years of age;

(c) whether there is any proposal to take back all those hostesses who are 40 years of age and above from inflight service; and

(d) if so, the details thereof and the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) The total number of air hostesses working in Air India and Indian Airlines as on date is as under:-

Air India	- 1004
Indian Air lines	- 882

(b) The number of air hostesses in Air India and Indian Airlines who have crossed 40 years of age is as under:-

Air India	- 59
Indian Airlines	- 51

(c) and (d) Air hostesses in Indian Airlines can perform flying duties till the age of 58 years while in Air India, they can undertake flight duties upto the age of 45 years after which they are assigned ground duties. The Corporation has taken this

ous nature of duties on international flights.

**Telephone Exchanges in Banaskantha,
Gujarat**

3084. SHRI HARISINH CHAVDA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to set up Telephone exchanges : District Banaskantha, Gujarat, Particularly at Tharad;

(b) if so, the details thereof; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) to (c). Yes, Sir. The Government proposes to set up telephone exchanges in District Banaskantha, Gujarat, at places where a registered paid demand for a minimum of 1 applicants is available.

(ii) There are two stations, namely Tharad and Thara where Manual Telephone Exchanges are already working. These are planned to be replaced by automatic Electronic exchanges before December, 1994.

Gem Deposits in Eastern Orissa

3085. SHRI SHIBU SOREN: Will the Minister of MINES be pleased to state:

(a) whether any survey on the Gem deposits in Bolangir, Kalahandi, Phulbani and koraput districts of Orissa has been carried out in those areas;

(b) whether there is any proposal for setting up a Gem Mining unit in those areas;

(c) if so, the details thereof;

(d) whether it is a fact that the large scale illegal trading of Gems and semi-precious stones is being carried out there; and

(e) the action taken/being taken to stop such activities there?

THE MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI BALRAM SINGH YADAV): (a) Yes, sir.

(b) and (c). In Orissa UNDP assisted project titled "Development of Gemstone Resources of Orissa State" is currently under implementation. The project aims at delineation of gem-stone prospects of the State, optimum recovery through adoption of appropriate mining and processing techniques, establishment of a Modern Gem Testing Laboratory and upgradation of knowledge, skill and expertise in the related fields through training.

(d) Some illegal mining and trading of gems and semi-precious stones from these districts have been reported.

(e) The Orissa Minerals (Prevention of Theft and Other Unlawful Activities) Act, 1989 and the Rules thereunder have been enforced since May, 1990 in order to prevent clandestine activities in minerals including precious and semi-precious stones.

Post Offices, Sub-Post Offices, Telephone Exchanges and P.C.Os.

3086. SHRI ARJUN CHARAN SETHI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of Branch Post Offices/ Sub-Post Offices/Telephone Exchanges and P.C. Os. opened during the last 1991-92 in the different States and Union Territories;

(b) the number such offices opened till dated how long it will take to complete the

target; and

(c) the break-up of such offices targetted to be opened in the State and Union Territories during 1992-93?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) and (b). Telephone Exchange – the information is given in attached Statement. Branch post offices, sub-post offices and p.CO's – information is being collected and shall be laid on the Table of the House.

(c) The opening of new telephone exchanges is carried out as and when a

minimum demand is registered at a place. Targets are fixed to meet the telephone demand either through expansion of existing exchanges or where new demand comes up, new exchanges are opened. It is not feasible to give break-up of targets fixed for 1992-93 in respect of telephone exchanges, branch post offices and sub post offices at this stage as the same have not been finalised.

The information regarding the break-up of P.C.O's. targetted to be opened in the States and Union Territories during 1992-93 is being collected and shall be laid on the Table of the House.

STATEMENT

S.No.	Name of the State	No. of Exch. as on 31.3.91	Equipped Capacity as on 31.3.91	No. of Exch. as on 31.3.92	Equipped capacity as on 31.3.92	Exch. Added during the year upto 31.3.92	Capacity added during the year 31.3.92	Target for sw. 1991-92
1	2	3	4	5	6	7	8	9
1	Andhra Pradesh	2009	383724	2007	405661	(-) 2	21927	60036
2	Assam	218	50799	217	55501	(-) 1	4729	17164
3	Bihar	462	126794	481	137120	19	10326	31149
4	Gujarat (Includes Dlu, Daman, Dadra & Nagar Haveli)	1024	497208	1044	518251	20	21043	88349
5	Haryana	411	130607	433	138372	2	8765	31381
6	Himachal Pradesh	311	39374	326	3154	15	3780	10844
7	J & K	140	32823	148	33722	8	899	6117
8	Karnataka	1631	372747	1661	395130	30	22363	55519

S.No.	Name of the State No. of Exch. as on 31.3.91	Equipped Capacity as on 31.3.91	No. of Exch. as on 31.3.92	Equipped Capacity on 31.3.92	Exch. Added during the year upto 31.3.92	Capacity added during the year 31.3.92	Target for sw. 1991-92	
1	2	3	4	5	6	7	8	9
9.	Kerala (Includes Lakshadweep UT)	648	281607	659	313392	11	31785	77403
10.	Madhya Pradesh	1259	264362	1366	290094	107	25712	70327
11.	Maharashtra (Includes Goa State)	1756	1210414	1813	1307444	57	97030	142571
12.	North East (Includes States Arunachal, Manipur, Meghalaya, Mizoram, Nagaland, Tripura)	168	32376	170	35097	2	2721	9717
13.	Orissa	475	8369	97	94699	22	11630	11770
14.	Punjab (Includes Chandigarh)	550	227279	554	23919	4	780	48674

S.No.	Name of the State	No. of Exch. as on 31.3.91	Equipped Capacity as on 31.3.91	No. of Exch. as on 31.3.92	Equipped Capacity on 31.3.92	Exch. Added during the year upto 31.3.92	Capacity added during the year 31.3.92	Target for sw. 1991-92
1	2	3	4	5	6	7	8	9
15.	Rajasthan	982	197477	995	204934	13	7457	31452
16.	Tamil Nadu (Include Pondichery)	1276	499962	1282	520844	6	21082	62152
17.	Uttar Pradesh	1237	400337	1265	391103	28	35766	77928
18.	West Bengal (Include Sikkim-State & Andaman & Nicobar)	546	38572	537	389555	(-) 9	4093	45133
(a)	Delhi (UT)	70	607676	74	676676	4	69000	70900
		18073	5824027	18429	6231768	366	40771	960966

Sharing of Water Yamuna

share of each State?

3087. SHRI SHIV CHARAN
MATHUR:
SHRIMATI KRISHNENDRA
KAUR:

Will the Minister of WATER RE-SOURCES be pleased to state:

(a) the extent of availability of water in the river Yamuna after meeting the requirements of the projects completed on the river;

(b) the requirement of water projected by different concerned States;

(c) whether the Government have formulated any plan to utilise the surplus flood water of Yamuna river; and

(d) if so, the details thereof including

THE MINISTER OF WATER RE-SOURCES (SHRI VIDYACHARAN SHUKLA): (a) Chairman, CWC, in his report of July, 1991 has assessed that out of a total annual availability of 11.70 BCM at 75% dependability at Okhla, 3.315 Billion Cubic Metres of water would be available at Okhla after deducting the requirements of the pre-plan projects and projects approved by the Planning Commission. This availability reduces to 2.9 BCM if the projects unapproved but completed/under execution are also taken into consideration. This availability is exclusive of the 0.32 BCM of minimum flow required in the river from ecological consideration.

(b) The total requirement projected by different States are as below:-

Sl. No.	States	Committed utilisation upto 1990	Future demand for 2001 AD	Total
1.	Haryana	7.016	14.817	21.833
2.	Uttar Pradesh	3.178	13.773	16.951
3.	Himachal Pradesh	8.345	0.997	1.342
4.	Rajasthan	0.102	7.848	7.750
5.	UT of Delhi	0.645	1.822	1.668
Total:				46.543

(c) and (d). At present the following storages are proposed in the Yamuna Basin to store surplus flood waters:

1. Lakhwar Vyasi - 0.33 BCM
2. Kishau - 1.32 BCM
3. Renuka - 0.45 BCM

Lakhwar Vyasi is already sanctioned by the Planning Commission and is under construction. Kishau and Renuka Dams are under investigation.

The sharing of Yamuna waters was discussed in the inter-State meetings of Chief Ministers on 22nd December, 1991 and 10.1.1992. It was *inter alia* decided that

drafts of agreements on construction of Hathnikund barrage, Renuka Dam, additional parallel channel for Delhi and allocation of the remaining water for drinking water supply for the basin States should be prepared for discussion and finalisation at the next inter-State meeting of the Chief Ministers scheduled for 28.3.92. The draft agreement on the above issues have been circulated to the States for consideration. It was also agreed that issues as will not be settled though negotiations may thereafter be referred to a Tribunal.

[*Translation*]

Gold Find in West Bengal

3088. SHRIMATI GIRIJA DEVI: Will the Minister of MINES be pleased to state:

(a) whether the Government have examined sand containing gold particles in Vakonari Village in West Bengal;

(b) if so, the details thereof; and

(c) the arrangements being made by the Government to extract gold from the sand there?

THE MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI BALRAM SINGH YADAV): (a) to (c). Geological Survey of India (GSI) and the State Government of West Bengal have been carrying out gold investigations in parts of Purulia district of West Bengal. Occurrence of placer gold in some streams of Purulia district is known. Such streams carry sands with minute particles of native gold with grades mostly below 0.1 gram per tonne. In primary source rock nearby only a few samples indicated around 1 gram per tonne of gold. So far the survey has not revealed presence of any economic primary source rock nor any placer deposit of economic significance in Purulia district or any other district of West Bengal.

[*English*]

Employment to oustees in DVC

3089. SHRI BHUBANESHWAR PRASAD MEHTA: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the details of land acquired by the D.V.C. for various schemes alongwith the details of villages from which land has been acquired;

(b) whether it has displaced rural people of these villages resulting in becoming unemployed; and

(c) if so, the steps proposed to be taken by the Government to provide job atleast one member of each of the displaced family?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) to (c). About 1,28,000 acres of land, comprising private land, Government land and forest land, has been acquired in Bihar and West Bengal for the purpose of construction of dams at Tilaiya, Konar, Maithon and Panchet and a barrage at Durgapur, and Thermal Power Stations at Bokaro, Chandrapura and Durgapur. Small areas of land are acquired from time to time in connection with the construction of transmission and distribution of electrical energy. Recently, land has also been acquired in West Bengal for the Mejia Thermal Power Project. At the time land was acquired in the 1940s and 1950s, every land loser was paid cash compensation or given land reclaimed by Damodar Valley Corporation in lieu of land. It was not envisaged to give employment to land losers as a matter of policy, but jobs were provided to the members of such outsee families who were capable and interested.

[Translation]

fighters Birsa Munda, Sidu Kanu, Tilaka Majhi; and

T.V. Serials ~~to be~~ **by adding more Episodes**

(d) if so, the details thereof?

3090. SHRI SURAJ MANDAL: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (KUMARI GIRLJA VYAS):

(a) the names of the serials approved after adding more episodes during the last three years and the number of episodes added;

(a) The details are given in the enclosed statement.

(b) the details of the guidelines for according approval for adding more episodes to the serials;

(b) Extension, if any, is granted after taking into account the merit of each proposal e.g. story line, thematic value, popularity of the serial among viewers etc.

(c) whether any serial/film is proposed to be made on the lives of martyrs freedom

(c) and (d). While some proposals on Birsa Munda have been received by Doordarshan under the new sponsorship scheme no such proposal has been received on Sidu Kanu, Tilaka Majhi, etc.

STATEMENT

I. Serials under Sponsorship Scheme:

Sl. No.	Title of the serial	No. of episodes by which extended/revived
1.	Ramayan	26 (additional 39 episodes for Uttar Ramayan)
2.	Mahabharat	39
3.	Karambhoomi	4
4.	Kahan Gaye Ve Log	13
5.	Zindagi	13
6.	Manorranjan	7
7.	Aur Bhi Hai Rahen	6
8.	Bhadur Shah Zafar	1
9.	Chunauti	9

<i>Sl. No.</i>	<i>Title of the serial</i>	<i>No. of episodes by which extended/revived</i>
10.	Katha Sagar	13
11.	Malgudi Days	13
12.	Quiz Time	21
13.	Himalaya Darshan	13
14.	Adalat	13
15.	Sunil Gavaskar Presents	13
16.	Udaan	19
17.	Kashmakash	13
18.	Ek Kahani	13
19.	Maila Anchal	2
20.	Gul Gulshan Gulam	19
21.	Tipu Sultan Ke Talwar	20
22.	Wagle Ki Duniya	13

II. Serials under the Commissioned Programmes Scheme:

<i>Sl. No.</i>	<i>Title of the Serial</i>	<i>No of episodes by which extended/revived</i>
1.	Vartaman	24
2.	Babu Kunwar Singh	4
3.	Charitraheen	7
4.	Big Top	4

Facilities of Telephones, Post and Telegraph to Panchayats in Districts of Uttar Pradesh

phone and posts and telegraph offices have been provided; and

3091. DR. LAL BAHADUR RAWAL: Will the Minister of COMMUNICATIONS be pleased to state:

(b) the number of departmental post Offices and telephone connection facilities targeted to be provided to the said districts of Uttar Pradesh during 1991-92?

(a) a number of gram panchayats in Aligarh (hathras), Bijnaur and Bulandshahar of Uttar Pradesh where the facilities of tele-

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) The details upto 29th February 1992 are as under:

<i>Sl. No.</i>	<i>District</i>	<i>No. of Panchayat Telephones</i>	<i>No. of post offices</i>	<i>No. of Telegraph Offices (Phonocom)</i>
1.	Aligarh (Hathras)	133	409	62
2.	Bulandshahar	121	305	87
3.	Bijnor	36	208	30

(b) The targets for 1991-92 are as under:-

<i>Sl. No.</i>	<i>District</i>	<i>No. of Panchayat Telephones</i>	<i>No. of post offices</i>
1.	Aligarh (Hathras)	55	Nil
2.	Bulandshahar	20	Nil
3.	Bijnor	35	Nil

Curtallment of approved Episodes

(c) if so, the details thereof?

3092. SHRIMATI SUMITRA MAHAJAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (KUMARI GIRIJA VYAS):

(a) whether the Doordarshan curtail the number of approved episodes of any serial;

(a) Doordarshan has the right to refuse the continued telecast of a multi-episode programme at any time in case the producer fails to comply with the conditions specified by Doordarshan.

(b) if so, whether there is any provision to compensate the producers of unrelayed but approved episodes; and

(b) No, Sir.

(c) Does not arise.

[*English*]

Diversion of west flowing Rivers to southern districts of Tamil Nadu

3093. DR. V. RAJESHWARAN:
SHRI R. DHANUSHODI
ATHITHAN:

Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Government propose to divert the water of West flowing rivers joining Arabian Sea on the coast of Kerala towards the southern districts of Tamil Nadu;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) and (b). A National perspective for Water Resources Development prepared by the Government, among other things, envisages partial diversion of west flowing rivers of Kerala and Karnataka, joining Arabian Sea, to water deficit areas east of the Western Ghats.

The National Water Development Agency has prepared the preliminary feasibility report of the Pamba-Achenkovil-Vaigai link. The benefits envisage 25 MW of power generation in Kerala, meeting irrigation requirement of about 1 lakh hectares of land and drinking water provision for the drought prone districts of Tamil Nadu.

(c) Does not arise.

[*Translation*]

Licences for beer Factories

3094. SHRI YASHWANTRAO PATIL:

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

(a) whether the Government have recently issued licences to 110 beer factories;

(b) if so, the details thereof;

(c) whether keeping in view the great demand of beer in Arab countries, the Government have laid down any condition for the export of the beer produced in these factories;

(d) if so, the details thereof; and

(e) whether the Government propose to issue more licences to produce beer in view of its demand in Arab Countries?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRIGIRIDHAR GOMANGO): (a) and (b). Recently, Government have issued only six Letter of Intents for the manufacture of Beer, out of which four have been issued to Non-Resident Indians and two to Indian residents.

(c) No, Sir.

(d) Does not arise.

(e) Applications received for grant of Letters of Intent for manufacture of beer are under the consideration of Government.

Reserved Quota for SC/ST in NTPC Power Units in U.P.

3095. SHRI RAM NIHOR RAI: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the number of employees in each category working in NTPC Thermal Power Project in Uttar Pradesh;

(b) the number of employees in each category belonging to scheduled Caste: and Scheduled Tribes;

(c) whether the quota reserved for Scheduled Castes and Scheduled Tribes has been completed; and

(d) if not, the reasons therefor and the time by which the quota is likely to be completed?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) and (b). The number of employees, category-wise, working in the Thermal Power Projects of NTPC in Uttar Pradesh namely, Singrauli, Rihand, Dadri and Auraiya as on 1.1.1992 and the number of employees belonging to Scheduled Castes/Scheduled Tribes (SC/ST) are as under:-

Group	Number of Employees		
	Total	SC	ST
A	1382	74	4
B	538	88	2
C	2363	482	53
D	649	169	4

(c) No, Sir.

(d) The main reason for shortfall in the SC and ST categories is the scarcity of suitably qualified persons. Special recruitment drives are launched by NTPC from time to time to fill up the back-log of vacancies. Three such special drives for recruitment have already been conducted.

[English]

World Bank's Assistance for Energy Sector

3096. PROF. K.V. THOMAS: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the quantum of aid sought from

World Bank for the development of energy sector in India;

(b) the details of the terms and conditions of the aid; and

(c) the states being funded by Power Finance Corporation?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) The World Bank is providing Loan/Credit amounting to US \$ 6.957 Billion as on 31.01.1992. to the Power Sector.

(b) The World Bank is extending loans/credits through Inter-national Bank for Reconstruction and Development (IBRD) and also through International Development

Association (IDA). The IBRD loans are repayable over a period extending to 20 years and the rate of interest is revised semiannually and is calculated in accordance with guidelines related to its cost of borrowing. The IDA credits carry no interest and a service charge of 0.75% is levied on the amount of credit drawn and outstanding. The repayment period of IDA credit is repayable over 35 years including a grace period of 10 years.

(c) Following State Power Utilities are being Funded by the Power Finance Corporation:

1. Andhra Pradesh State Electricity Board.
2. Arunachal Pradesh.
3. Assam State Electricity Board.
4. Bihar State Electricity Board.
5. Gujarat Electricity Board.
6. Himachal Pradesh State Electricity Board.
7. Jammu & Kashmir.
8. Karnataka Electricity Board.
9. Karnataka Power Corporation Ltd.
10. Kerala State Electricity Board.
11. Madhya Pradesh Electricity Board.
12. Mizoram.
13. Nagaland.
14. Orissa.

15. Orissa Power Generation Corporation Ltd.
16. Tenughat Vidyut Nigam Ltd.
17. Punjab State Electricity Board.
18. Rajasthan State Electricity Board.
19. Sikkim.
20. Tamil Nadu State Electricity Board.
21. Tripura.
22. Uttar Pradesh.
23. Uttar Pradesh Rajya Vidyut Utpadan Nigam Ltd.
24. West Bengal State Electricity Board.
25. Durgapur Projects Ltd.
26. West Bengal Power Development Corporation Ltd.
27. Haryana State Electricity Board
28. Maharashtra State Electricity Board.

[Translation]

S.T.D. in Khajuraho, Madhya Pradesh

3098. SHRI ARVIND NETAM:
SHRI YOGANAN
SARASWATI:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have received any proposal from the Government of

Madhya Pradesh for providing S.T.D. facility in Khajuraho, Madhya Pradesh; and

(b) if so, by when this facility is likely to be provided?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) Yes, Sir.

(b) During 1992-93.

Purchasing of Cable in Ranchi, Bihar

3099. SHRI RAJESH KUMAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the value of cables purchased by the Director, Telephones, Ranchi for the electronic exchange during 1989-90 and 1990-91; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) Nil, Sir.

(b) Nil, in view of (a) above.

[English]

C-DOT Employees Joined multinational Companies

3100. SHRI DEVENDRA PRASAD YADAV: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether a number of employees who left C-DOT have joined multinational companies during 1989, 1990 and 1991;

(b) if so, the reasons therefor; and

(c) the steps taken by the Government to check the exodus of C-DOT employees?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) Government is not aware of.

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

(c) The Governing Council C-DOT is reviewing the salaries and perks of the employees from time to time to provide adequate satisfaction.

Wheat Flour Mills

3101. SHRIMATI DIL KUMARI BHANDARI: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether some criteria has been laid down for setting up of wheat flour mills;

(b) if so, the details thereof and the places where such units are likely to be set up during the next three years;

(c) whether the Government propose to set up similar wheat flour mills in Sikkim in future;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI GIRIDHAR GOMANGO):

(a) and (b). As per Industrial Policy invogue, wheat roller flour mill industry is delicensed. No prediction regarding the likely number of flour mill units to be set up in the next three years can be given by the Ministry as it depends purely upon the initiative of the private entrepreneurs.

(c) to (e). The Government does not set up any roller flour mills in the country as these mostly set up in the private sector.

Setting up of Steel Plant in Mizoram

3102. DR. C. SILVERA: Will the Minister of STEEL be pleased to state:

(a) whether there is any proposal to set up a steel plant either in public or private sector in Mizoram; and

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

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) and (b). There is no proposal to set up a steel plant in public sector in Mizoram. However, steel plants can be set up in the private sector for which no Government approval is required.

Food Processing Units in Coimbatore

3103. SHRI C.K. KUPPUSWAMY: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Union Government have received any proposal for the setting up of food processing units at Coimbatore in order to utilise the high bread fruits being cultivated there; and

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

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRIGIRIDHAR GOMANGO): (a) No, Sir.

(b) Does not arise.

[*Translation*]

Dak System in Ghaziabad, U.P.

3104. SHRI CHINMAYANAND SWAMI: Will the Minister of COMMUNICATIONS be

pleased to state:

(a) whether Dak system in district Ghaziabad, Uttar Pradesh particularly in Loni is deteriorating;

(b) if so, the reasons thereof; and

(c) the steps being taken by the Government for improving of the Dak system there?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) No, Sir. Mail delivery system in the area is generally satisfactory.

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

(c) Having regard to the nature of mail delivery system, delivery beats in the area are being reorganised for improving the service further.

Setluj-Yamuna Link Canal

3105. SHRI NARAIN SINGH CHAUDHARY: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether an agreement between the then Union Government and Haryana State had been agreed upon in 1986 that the expenditure of the Setluj-Yamuna link canal project would be incurred by the Union Government in full;

(b) whether the agreement has been implemented by the Union Government;

(c) if so, when;

(d) whether the amount spent on the construction of this canal been reimbursed to Haryana Government; and

(e) if so, the amount yet to be incurred on the project?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) to (d). As decided in December 1988 the SYL Canal comprising 121 km. link channel passing through Punjab is fully funded by the Union Government as a special case. Since 1986-87 releases to cover the expenditure on the project are being accordingly made by the Union Government. Till 1985-86, expenditure on the project was being shared by the Governments of Haryana and Punjab and the releases of Rs. 9.57 crores by Punjab and Rs. 110.50 crores by Haryana made till that period towards expenditure on the project has been fully reimbursed to them.

(e) Against its latest approved cost of Rs. 499.12 crores the expenditure till March 1991 was about Rs. 456 crores.

[*English*]

Fish Products Units in A and N Islands

3106. SHRI HANNAN MOLLAH: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government have estimated potentiality of fish products in Andaman and Nicobar Islands;

(b) if so, the details thereof;

(c) whether the Government have any proposal to exploit fishing fully in that region and also for setting up fish products units in a massive way;

(d) if so, the details thereof; and

(e) the steps the Government have taken or propose to take to expedite the same?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI GIRIDHAR GOMANGO): (a) and (b). A Working Group constituted by the Government had estimated pelagic fisheries resources beyond 50 m depth in the Indian EEZ around Andaman & Nicobar Islands to be 1,39,000 tonnes.

(c) to (e). Another Group constituted by the Government in 1991 have drawn plans for development of deep sea fishing infrastructure, processing and export of fish in and from Andaman and Nicobar Islands had, inter alia, recommended measures for augmenting fish production and export including joint ventures, introduction of deep sea fishing vessels, infrastructure development etc. Union Territory of Andaman & Nicobar Islands have drawn up plans for development of fishery sector and have formed Andaman & Nicobar Islands Integrated Development Corporation (ANIDCO).

Projects Delayed by DESU

3107. SHRI JEEWAN SHARMA:
SHRI NITISH KUMAR:

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

(a) whether a number of projects undertaken by DESU have been delayed;

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

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

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) to (c). Certain projects undertaken by DESU relating to generation and augmentation of

transmission and distribution system at various voltage levels have been delayed inter-alia due to the time taken in completing the prescribed administrative and financial formalities, resolving the technical and commercial aspects, 'right of way' problems etc. Most of the projects are now progressing satisfactorily.

[*Translation*]

Training to People of Rural Areas for Development of Food Processing Industries

3108. SHRI DAU DAYAL JOSHI: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government provide assistance to co-operative societies and public sector undertakings in order to impart training to the people of rural areas for the development of food processing industries;

(b) if so, the names of organisations which were provided assistance during the last three years alongwith the amount of assistance;

(c) if no such assistance is provided, the

reason therefor; and

(d) whether in view of large scale cultivation of orange in Jhalawar district of Rajasthan, the Government propose to set up an orange juice processing units there or propose to provide assistance to cooperative units?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI GIRIDHAR GOMANGO): (a) and (b). The assistance provided by this Ministry under the Plan Schemes for imparting training in the last two years is given in the attached Statement.

(c) Does not arise.

(d) Ministry of Food Processing Industries does not have any proposal to set up food processing industries directly in any State. However, this Ministry has formulated Plan Schemes under which assistance is provided to the State Governments, Cooperative Societies, Public Sector Undertakings etc. for development of food processing industries. No proposal from State Government of Rajasthan has been received for seeking assistance to set up fruit based industries in Jhalawar district.

STATEMENT

ANNEXURE

<i>Sl. No.</i>	<i>Name of Organisation</i>	<i>Year of sanction</i>	<i>Amount (in Rs.)</i>
1.	Central Food Technological Research Institute, Mysore.	1990-91	59,000
2.	Indian Veterinary Research Institute, Izatnagar	1990-91	85,570
3.	-do-	1990-91	26,000
4.	Central Food Technological Research Institute, Mysore	1990-91	85,570

<i>Sl. No.</i>	<i>Name of Organisation</i>	<i>Year of sanction</i>	<i>Amount (in Rs.)</i>
5.	Central Food Technological Research Institute, Mysore	1991-92	76,500
6.	Andhra Pradesh State Meat & Poultry Development Corporation, Hyderabad.	1991-92	75,000
7.	Institute of Poultry Management of India Urli Kanchan, Pune	1991-92	90,000
8.	Assam Agricultural University Guwahati-3	1991-92	63,000
9.	Assam Livestock & Poultry Development Corporation, Chenikutti, Guwahati-3	1991-92	74,790
10.	Govt. of UP for setting up Food Processign Trainign Centres and upgradation of Community Training Centres	1990-91	13,20,000
11.	Govt. of UP for trainign and visit programmes.	1990-91	2,00,000

[English]

Potential of Wind Energy and Solar Energy

3109. SHRI GANGADHARA SANIPALLI: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Government have conducted any survey to assess the potential of non-conventional energy sources particularly wind energy and solar energy;

(b) if so, the details thereof; and

(c) if so, the specific steps taken to harness the non-conventional energy sources?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) and (b). No specific survey has been conducted to assess the potential of solar energy in the country. Based on solar radiation data already available India receives over 5×10^{15} KWhr of solar energy per year. With this level of availability of solar energy it appears that solar thermal and solar photovoltaic systems can be used in almost all parts of the

country. Efforts are being made to build up a resource base for utilisation of wind energy in the country through wind mapping and wind monitoring in almost all the States and Union Territories. Approximate potential of various types of new and renewable sources of energy (NRSE) and technologies in the country are given below:

Biogas Plants	:	40 million
Biomass	:	17,000 MW
Improved Chulha	:	120 million
Mini-Micro Hydel	:	5,000 MW
Wind Energy	:	20,000 MW

(c) The Department of Non-Conventional Energy Sources has been implementing a comprehensive programme of research, development, demonstration and utilisation of various systems and devices based on non-conventional energy sources, namely, solar thermal, solar photovoltaic, biogas, improved chulha, wind energy, mini – micro hydel, urjagram, biomass, systems etc. Government is providing various types of incentives of manufacturers and users of NRSE systems and devices in the form of subsidy; soft term loans; fiscal incentives, such as, depreciation allowance, relief in Sales Tax, Excise Duty, Customs Duty etc. Publicity and mass – awareness campaign is also being taken up through various types of audio-visual means, exhibitions, print media etc.

[*Translation*]

Development of Tourist Spots in Goa for Japanese

3110. SHRI VIJAY KUMAR YADAV: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the attention of Government has been drawn to the news item captioned "Japaniyon Ke liye Goa mein Aeshgah Banergi" appearing in the Navbharat Times dated February 12, 1991; and

(b) if so, the reasons for developing a secure tourist spot only for foreigners by the Government?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Yes, Sir. This news item has appeared in the Navbharat Times dated February 12, 1992.

(b) The proposed tourist village, if set-up, will be accessible both to Indian and foreign tourists.

[*English*]

Export of Steel

3111. SHRI VIJAY NAVAL PATIL: Will the Minister of STEEL be pleased to state:

(a) the export target of steel items during 1991-92;

(b) whether the target has been achieved;

(c) if not, the reasons therefor; and

(d) the steps proposed to be taken to promote export of steel?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) A target of 6.3 lakh tonnes of export of steel has been fixed for 1991-92.

(b) No, Sir.

(c) Export of specific products depends upon demand in the international market. Exports have declined due to recessionary trend in the international steel trade and reduction in foreign demand.

(d) The broad strategy recommended by the Working Group on Iron & Steel for the Eighth Plan includes renovation and technological upgradation of existing integrated steel plants, creation of additional capacities and increasing production in the secondary sector, emphasis on export of value added products, etc. De-licensing of steel sector has been allowed so as to ensure establishment of new plants in the private sector.

Krishna Godavari Project

3112. SHRI PRATAPRAO B. BHONSLE: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether any commission has been set up for the implementation of the Krishna Godavari Project;

(b) if so, the details thereof and the recommendations made by the Commission in this regard;

(c) the steps proposed to be taken to implement these recommendations; and

(d) the details of financial assistance being provided by the world Bank in this regard?

THE MINISTER OF WATER RESOURCES (SHRIVIDYACHARN SHUKLA): (a) No Commission has been set up by the Centre for implementation of Krishna Godavari projects.

(b) to (d). Do not arise.

Policy on New Hotels along Sea Water fronts

3113. SHRI PAWAN KUMAR BANSAL:
SHRI M.V. CHANDRASEKHARA MURTHY:
SHRI V. SREENIVASA PRASAD:
SHRI GURUDAS KAMAT:

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

(a) whether the Government have revised the policy regarding the building activity along the sea waterfronts;

(b) if so, the details thereof;

(c) the details of beaches where new hotels and other tourist resorts are likely to be set up; and

(d) the steps proposed to keep the beaches clean?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) to (d). Permission for construction in coastal areas is regulated in terms of Coastal Regulation Zones Notification issued in February, 1991. However, an 'Expert Committee' has been constituted by the Ministry of Environment and Forests to examine existing regulations relating to tourism and hotel facilities and suggest modifications, if required. New beach resorts are likely to be set up in Thinnakara and Cheriyam in Lakshadweep.

Upper Indravati Irrigation Project

3114. SHRI SARAT CHANDRA PATANAYAK: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Union Government have considered the World Bank Proposal to review the financial arrangement of Upper Indravati Irrigation Project; and

(b) if so, the details thereof?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) and (b). Yes, Sir. The implementation of the Upper Indravati Hydro-electric Power Project has been delayed, inter-alia, due to severe damage caused to the dam by flash floods. As per the revised implementation schedule, the project will extend beyond 1995 and the State Government has been requested to send revised cost estimates. Sanction of fresh loans by the World Bank would depend on the revised cost estimates.

World Bank's Assistance for Energy Audit Studies

3115. SHRI K. RAMAMURTHEE TINDIVANAM: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the World Bank has promised to provide funds for the scheme to promote energy audit studies in the Indian industry;

(b) which are the sub-sectors identified for the study under this scheme; and

(c) the time by which the work is likely to start?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) and (b). Discussions have been held with the World Bank Appraisal Mission for financing

the proposed industrial energy efficiency project. The sub-sectors identified under this project are Sugar, Textiles (cotton), Pulp & Paper, Basic Chemicals, Fertiliser and Pesticides, Fibres and Plastics, Ferrous foundry, Aluminium Refractory Tiles, Textiles (synthetics), Refineries, Glass, China & Porcelain, Cement, Iron & Steel and Ferro Alloys.

(c) The implementation of the project can start only after the World Bank have finally agreed to fund this project and the proposal is approved by the Government.

Telecast of Feature Films In Regional Languages

3116. PROF. UMMAREDDY VENKATESWARLU: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the criteria followed to telecast feature films on National Net-Work;

(b) the frequency of telecast regional language films on National Net-Work; and

(c) the number of feature films telecast on National Net-Work during the last three years, language-wise?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (KUMARI GIRIJA VYAS):

(a) The eligibility criteria for screening of feature films on National Net-Work is given in Statement.

(b) One film on every Sunday afternoon.

(c) The language-wise list of feature films (including children's films) telecast during the period March, 1989 to February, 1992 is given in Statement-II.

STATEMENT

Feature films which fulfil any of the following criteria or have won any of the following national/state awards, as the case may be only are considered for telecast on the national network of Door-darshan:—

- | | |
|---|---|
| (i) National award for the Best or Second Best feature film of the year (in all languages combined) | (vii) President's Award of 'Rajat Kamal' for the Best Feature Film in an Indian language. |
| (ii) Indira Gandhi Award for Best first film of a Director. | (viii) Films which have won the 'Certificate of Merit' in the National Film Festivals. |
| (iii) Award for best film providing popular and wholesome entertainment. | (ix) Entry in the Indian Panorama and mainstream Sections of any International Film Festival of India/ Filmotsav. |
| (iv) Nargis Dutt Award for Best Feature Film on National Integration. | (x) State Government Awards for the Best Feature Film. |
| (v) Best film on Family Welfare. | (xi) State Government Award for Best Direction. |
| (vi) best film on other Social issues such as prohibition, women and child welfare, anti-dowry, drug abuse etc. | (xii) Films which have won any two State Government awards (other than those mentioned above) |
| | (xiii) Films which have celebrated Silver Jubilee (having run continuously for 25 weeks) and carry a 'U' certificate. |

STATEMENT

Number of Feature Films Telecast on the National Network during the period March, 1989 to February, 1992

<i>S. No.</i>	<i>Language</i>	<i>Number of feature films telecast</i>
1.	Hindi	241 (including 34 childrens films)
2.	Assamese	13
3.	Sanskrit	1
4.	Bengali	20
5.	Gujarati	7
6.	Kashmiri	1

<i>S. No.</i>	<i>Language</i>	<i>Number of feature films telecast</i>
7.	Kannada	22 (including 1 childrens film)
8.	Malayalam	25
9.	Marathi	15
10.	Manipuri	7
11.	Oriya	10
12.	Punjabi	8
13.	Tamil	18
14.	Telugu	20
15.	English/Foreign Language	99

Introduction of Joint Sector Management of Airports

3117. SHRI CHITTA BASU: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether there is any proposal to introduce joint-sector management of the airports in the country; and

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

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

(b) Does not arise.

Closure of Mysore Airstip

3118. SHRI OSCAR FERNANDES: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the airstrip at Mysore has been closed down; and

(b) if so, the reasons therefor?

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

(b) For commercial and operational reasons, Vayudoot has been forced to suspend its operations to/from Mysore.

[*Translation*]

Revenue of Delhi Telephones

3119. SHRI SRIKANTA JENA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the revenue collected from Delhi, Madras, Bombay and Ghaziabad telephones during the last three years, respectively;

(b) whether the revenue from Delhi tele-phones is less than that of the above regions; and

(c) if so, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) to (c). The information has been called for from the concerned units and the same will be placed on the Table of the House as early as possible.

[English]

High Powered Committee on Advertising Front

3120. SHRI RABI RAY:
SHRI ANAND RATNA MAURYA:
SHRI GEORGE FERNANDES:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether a high powered Committee has been formed on the advertising front;

(b) if so, the details thereof;

(c) the terms of reference of the Committee;

(d) by when the Committee is expected to submit its Report; and

(e) the details of the main recommendations of the Committee in case the Committee has already submitted its report?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (KUMARI GIRJA VYAS): (a) and (b). Yes, Sir. A Committee under the Chairmanship of Shri S.C. Mahalik, Additional Secretary and Financial Advisor in the Ministry of Information and Broadcasting

was set up to make recommendations for increasing Doordarshan's commercial revenue.

(c) The terms of reference of the Committee are given in Statement-I.

(d) and (e). The Committee has submitted its Report. A gist of the recommendations of the Committee is given in Statement-II.

STATEMENT-I

Terms of reference of Mahalik Committee on commercial advertisements of Doordarshan

1. To study the suggestions made by the Public Accounts Committee for modifying the structure of advertisements and increase in the commercial revenue of Doordarshan
2. To study the report of the Advertising Association Agencies of India with the same end in view.
3. Making suitable recommendations to the Government to make suitable changes in the programme format of Doordarshan and modify the existing structure of advertisements with a view to increase the commercial revenues of Doordarshan so as to achieve the targets projects to the Ministry of Finance/ Planning Commission regarding internal and extra budgetary resources of Doordarshan during the VIII Plan period.

STATEMENT-II

Gist of recommendations of Mahalik committee on commercial advertisements of Doordarshan

1. In order to compete with Cable TV, Doordarshan should carve out a 4

- hour entertainment slot in the afternoon.
2. The National Programme should start at 8.30 p.m. and should be restructured to accommodate one hour entertainment slot between 8.50 p.m. and 9.50 p.m. Entertainment slot consisting mostly of films should be provided after 11 p.m. onward
 3. Doordarshan should strictly adhere to the announced schedule of programmes.
 4. Regional Kendras of Doordarshan should become centres of advertisements and their infrastructure properly strengthened to take on this activity so that smaller Companies which operate within the limits of a particular geographical area can advertise their products in the regional service.
 5. Doordarshan should provide advance information of its forthcoming programmes to its own Sales offices, advertisers and advertising agencies.
 6. Doordarshan should undertake attractive publicity of their forthcoming programmes on the TV screen and if necessary in the print media. Preview of this new programmes should also be arranged for advertisers.
 7. Doordarshan should make available the results of audience surveys done by their own Audience Research Unit to the Advertising agents on regular intervals.
 8. A review of Advertisement Code be conducted keeping in view the policy of economic liberalisation specially in relation to the advertisements relating to foreign banks, foreign models and foreign locales.
 9. Doordarshan should enter into long term agreements with the organisers of international sports events. It would be advantageous if coverages of sports events are directly purchased by Doordarshan and marked both for sponsorship as well as spot boys.
 10. Doordarshan should stop free telecast of tournaments where the organisers have sold the rights to a sponsor unless the sponsor pays the requisite telecast fee.
 11. The organisation of Sales of Doordarshan should be suitably strengthened at all levels in order that Doordarshan broadens the base of advertisers.
 12. A system of volume discount for advertisers on the lines of Star TV rate card be introduced for Doordarshan.

Radio Telephones In Jharkhand Region

3121. SHRI PIUS TIRKEY: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether a number of radio Telephones have been installed in villages around the city of Lucknow;

(b) if so, the details thereof;

(c) whether there is any proposal to instal such radio telephones in the tribal areas of Jharkhand region as well as in the tea garden areas of North Bengal and Assam;

(d) if so, by when; and

(e) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE

MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) Yes, Sir.

(b) 21, upto 29th February, 1992.

(c) and (d). Yes, Sir. The Government has a plan to provide telephone facility in all Panchayat headquarters villages including the tribal areas of Jharkhand region as well as in the tea garden areas of North Bengal and Assam progressively by 31st March, 1995. The choice of Radio Media will be depending on techno economic considerations.

(e) Not applicable.

[Translation]

Productive Load Factor

3122. KUMARI UMA BHARTI: Will the Minister of POWER AND

NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the productive load factor achieved in thermal hydel and nuclear power projects during 1991-92; and

(b) if so, the details thereof, project-wise?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) and (b). Generation from Hydro Stations depends upon the availability of water in the reservoirs. During the period April-February, 1992, the Plant Load Factor of thermal power stations and nuclear power stations in the Country was 54.9% and 43.5% respectively. The station-wise PLF during April-Feb. 92, is given in attached Statement.

STATEMENT

Statement showing the Plant Load Factor of Thermal and Nuclear Power Stations in the Country during April, 1991 - Feb., 1992

Period April, 91-Feb., 1992

<i>Name of the Station</i>	<i>Plant Load Factor (%)</i>
Badarpur	63.5
Indraprastha Station	60.3
Rajghat	49.3
Faridabad	55.3
Panipat	42.1
Kota	64.9
RAPS (Nuclear)	30.7
Bhatinda	51.0

<i>Name of the Station</i>	<i>Plant Load Factor (%)</i>
Ropar	56.4
Obra	51.7
Panki	16.5
H' ganj 'A'	—
Harduaganj 'B' & 'C'	19.7
Paricha	29.3
Anpara	70.9
Tanda	24.4
Unchahar	34.7
Singrauli (NTPC)	77.1
Rihand (NTPC)	75.5
Narora (Nuclear)	23.3
Dhuvaran	63.4
Ukai	55.9
Gandhinagar	62.5
Wanakbori	51.4
Sikka	52.1
Kutch Lignite	48.7
AE Co.	48.6
Sabarmati	70.1
Nasik	61.1
Koradi	63.1

<i>Name of the Station</i>	<i>Plant Load Factor (%)</i>
Paras	61.6
Bhuwawal	65.2
Parli	42.8
Chandrapur	68.3
Khaperkheda	65.8
Trombay	53.2
Tarapur (Nuclear)	62.0
Satpura	43.0
Korba	41.0
Amarkantak	39.0
Korba West	61.9
Korba (NTPC)	70.1
Vindhyachal (NTPC)	70.1
Kothagudam	49.6
Vijayawada	70.5
Ramagundam	54.5
Nellore	43.9
Ramagundam (NTPC)	60.2
Raichur	57.9
Ennore	46.3
Tuticorin	68.9
Mettur	47.4

<i>Name of the Station</i>	<i>Plant Load Factor (%)</i>
Neyveli	65.9
Kalpakkam (Nuclear)	52.3
Patratu	19.7
Barauni	20.0
Muzaffarpur	28.4
Talchar	29.3
Bandel	44.4
Santaldih	15.2
Kolaghat	61.1
Durgapur projects Limited	18.0
Mulajore	36.2
New Cossipur	58.3
Southern	66.5
Titagarh	64.3
Farakka (NTPC)	60.0
Chandrapur (DVC)	28.8
Durgapur (DVC)	37.3
Bokaro (DVC)	38.5
Chandrapur	46.2
Namrup	28.5
Bongaigaon	18.4
All India (Thermal)	54.9
(Nuclear)	43.5

Telegrams in Hindi**3123. SHRI BRAHMANAND MANDAL:**

Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to implement the national policy regarding maximum use of Hindi in his Ministry;

(b) if not, the reasons for not making arrangement for sending telegrams in Hindi through the Hindi teleprinters installed in most of the telegraph offices of the country; and

(c) the time by which the Government propose to ensure sending the telegram in Hindi Similar to that of English?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) Yes, Sir.

(b) Arrangements already exist for sending Hindi Telegrams through Hindi Teleprinters and Bilingual (Roman & Hindi) Teleprinters, installed in Telegraph Offices.

(c) The modernisation programme envisages a time frame of end of Eighth Five Year Plan period.

Privatisation of Ashoka Hotel, New Delhi

3124. SHRI MUMTAZ ANSARI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Government propose to exempt Hotel Ashoka, New Delhi from privatisation;

(b) if so, the reasons therefor; and

(c) the names of such other ITDC, Ho-

els and restaurants which have been exempted from privatisation?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) to (c). Government have formulated a scheme whereby small groups of ITDC hotels would be formed for the purpose of developing them as joint ventures with leading foreign hotels chains. In the first instance, two groups of four hotels each are proposed to be developed in this manner. These two groups of hotels do not include Ashoka Hotel at New Delhi.

Bio-Gas Plants in Haryana

3125. SHRI DHARAM PAL SINGH MALIK: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the number of bio-gas plants in Haryana at present;

(b) the number of the bio-gas plants proposed to be set up in Haryana during 1992-93;

(c) whether the Union Government propose to provide financial assistance to Haryana for the development and research work of bio-gas plants; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) A total of about 21,290 family type biogas plants have been set up in the State of Haryana during the period 1981-82 to 1991-92 (April, 1991 to January, 1992) under the National Project on Biogas Development. Besides, eleven community and institutional biogas plants have also been set up in the State under a separate programme.

(b) A target of setting up of 1900 family type biogas plants is proposed for the State Government of Haryana for 1992-93 under the National Project on Biogas Development. Besides Khadi and Village Industries Commission is also constructing biogas plants in the State. Community and institutional biogas plants are sanctioned on case by case basis based on feasibility of projects.

(c) and (d). The Government have sanctioned in June, 1989 a R & D project entitled "Microbial Process Improvement of Biogas Digestors Under Optimum Fermentation Using Different Organic Wastes" at National Dairy Research Institute, Karnal at a total cost of Rs. 16.33 lakhs for a period of 3 years. Research work under the project is in progress.

[English]

Scheme to attract tourists to visit Goa

3126. SHRI PRAKASH V. PATIL: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether any scheme has been formulated by the Government to attract foreign tourists to visit Goa; and

(b) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b). Every effort is being made to attract foreign tourists to India including Goa. The main schemes include strengthening and augmentation of tourism infrastructure and effective publicity and promotion both within the country and key markets overseas.

Galeru-Nagiri Canal and Handu Neera Project in A.P.

3127. SHRI M.G. REDDY:
SHRI DHARMA BHI KSHAM:

Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Union Government have received any proposals from the Government of Andhra Pradesh for construction of Galeru-Nagiri canal and Handu Neera projects;

(b) if so, since when these are pending alongwith the reasons therefor;

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

(d) the estimated cost and total area of irrigation potential to be achieved thereby;

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) to (d). The Galeru-Nagiri Sujala Sravanthi Project estimated to cost Rs. 1296.23 crores envisaging annual irrigation of 131528 hectares was received in Central Water Commission in January, 1991. After examination, the project has been sent back to the State in February, 1991 to clearly establish water availability on longterm basis and complete necessary investigations and surveys and submit modified report for techno-economic appraisal. The modified report has not been received.

The Handu Neera Project has not been received at the Centre or techno-economic appraisal.

Earnings from TV Advertisements

3128. SHRI ANAND RATNA MAURYA:

SHRISURYA NARAIN YADAV:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the total revenue earned by the Government through advertisement on Doordarshan during each of the last three years;

(b) whether there is a continuous increase in revenue during this period;

(c) whether this increase has been made through utilisation of time or other methods;

(d) if so, the names of the serials for which maximum advertisements have been received;

(e) whether the Government propose to utilise this income for opening of new Kendras and to increase its coverage; and

(f) if so, details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (KUMARI GIRIJA VYAS):

(a) The gross revenue earned by Doordarshan from its commercial advertisements during the last three financial years, year-wise is as under:

1990-91	Rs. 253.85 crores
1989-90	Rs. 210.13 crores
1988-89	Rs. 161.26 crores

(b) Yes, Sir.

(c) The gross revenue has increased due to better utilisation of time and revised advertisement rates.

(d) The following are the names of the serials which have earned maximum revenue for Doordarshan through advertisements:

1. Tipu Sultan
2. Chanakya

3. Mrignayani

4. Gul Gulshan Gulfam

5. Udaan

(e) and (f). Revenue earned by Doordarshan from its commercial service is credited to a non-lapsable fund. Accruals to this fund are utilised for setting up new studios/facilities for increasing coverage.

[*Translation*]

Flour and Rice Mills in U.P. and M.P.

3129. SHRI BALRAJ PASI:
SHRI RAMKRISHNA
KUSMARIA:
SHRI PRABHU DAYAL KATH-
ERIA:

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

(a) the details of the small and modern flour and rice mills set up in Uttar Pradesh and Madhya Pradesh during 1991 against the target; and

(b) the names of the districts where these mills have been set up in each State?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI GIRIDHAR GOMANGO):

(a) and (b). No targets have been fixed by the Central Government. Information regarding number of rice mills/flour mills set up in each district is being collected from the concerned State Governments and will be laid on the table of the House.

Foreign Loan outstanding against Indian Airlines

3130. SHRI RAJENDRA AGNIHOTRI:
Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the details of foreign loan in Indian currency outstanding against the Indian Airlines till December, 1991;

(b) the steps being taken for reducing this loan;

(c) whether it is fact that the pilots were paid for the flights during the period of cancellation of the flights of Airbus A-320 from October, 1989 to November, 1990; and

(d) if so, the facts thereof and the reasons thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRIMADHAVRAO SCINDIA): (a) Foreign currency loans amounting Rs. 1825.88 crores were outstanding as on 31st December, 1991.

(b) The outstanding loans would get reduced on repayment of instalment of principal as per agreed schedules with the lenders. These commitments are being discharged as and when they fall due.

(c) and (d). Consequent to grounding of Airbus A-320 aircraft, advances amounting to Rs. 40.20 lakhs were given to the A-320 pilots between June, 1990 and November, 1990 to mitigate their financial hardship.

[English]

S.T.D. Facilities to Gram Sabhas

3131. SHRI PRABHU DAYAL KATHERIA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of Gram Sabhas that have been provided with the S.T.D. facility by the end of 1991;

(b) the target fixed for providing S.T.D. facility to the Gram Sabhas for 1992-93?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) and (b). The proposal for providing STD facility to Gram Sabhas is under consideration.

[Translation]

Pending Power Projects of U.P.

3132. SHRI RAM PAL SINGH: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the names of the power projects in Uttar Pradesh under consideration of the Union Government;

(b) the time by which these projects are likely to be cleared;

(c) whether any Hydro-electric projects in the hilly areas of Uttar Pradesh is also under consideration; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) and (b). The proposals of National Thermal Power Corporation to instal Rihand Super Thermal Power Station (Stage II) (2x500 MW) and Farukhabad Gas Based Combind Cycle Project (800 MW), as well as Belthera Road Thermal Power Project (3x250 MW) of the State sector are at present pending for various clearances with the Central Government.

(c) No, Sir.

(d) Does nor arise.

[English]

Scarcity of Coal in Power Stations

3133. SHRI SANDIPAN BHAGWAN THORAT: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the stock position of coal in the power stations in the country during the months of January and February 1992 as compared to the corresponding period last year;

(b) whether the coal stock supply position is bad due to non-availability of financial support from the State Electricity Boards, and

(c) if so, the steps taken/proposed to be taken by the Government to normalise the position?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) The coal stock position of coal based thermal power stations in the country during January and February, 1992, as compared to the corresponding period of last year, is given below:—

(Figs. in '000' tonnes)

<i>Coal Stocks at the beginning of</i>		
	<i>January</i>	<i>February</i>
1991	3082	2685
1992	3541	3576

(b) There is no adverse impact on the coal stocks and supply of coal to thermal power stations because of the non-availability of financial support from the

State Electricity Boards.

(c) The position of quantity and quality of coal supply to various thermal power stations in the country is being regularly reviewed by a high level Committee and remedial action is taken by concerned organisations.

[Translation]

Opportunities on Akashvani/Doordarshan to Allopathic Doctors

3134. SHRI PANKAJ CHOWDHRY: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether opportunities on Akashvani and Doordarshan are being provided to allopathic doctors, the public awareness about diseases and their cure;

(b) whether Government propose to provide similar opportunities to homeopathic and ayurvedi vaidas also;

(c) if so, by when; and

(d) if not, the reasons therefor?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (KUMARI GIRIJA VYAS): (a) to (d). Opportunities are being provided by All India Radio and Doordarshan to Allopathic and Homeopathic Doctors and Ayurved Vaidas to participate in their health programmes.

Extraction of Lead and Zinc in States

3135. SHRI BHERU LAL MEENA:
SHRI RAM NARAIN BERWA:

Will the Minister of MINES be pleased to state:

(a) whether the lead and zinc is being extracted in Rajasthan, Andhra Pradesh and Orissa by the Hindustan Zinc Limited;

(b) if so, the names of places in each State and extent of achievement made against the target fixed during each of the last three years;

(c) if not, the steps being taken to meet the demand in full including the details of places in States where exploratory efforts are being made for this purpose; and

(d) the progress made in setting up of zinc smelting plant in Chittorgarh, Rajasthan?

THE MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI BALRAM SINGH YADAV): (a) Yes, Sir.

(b) Information on State-wise mining of lead and zinc ore during the last three years by Hindustan Zinc Limited is given in the attached Statement.

(c) The present production of Zinc is sufficient to meet the indigenous demand in the country. As far as Lead is concerned, the following steps have been taken to meet the demand gap:—

- (i) De-licensing of secondary sector
- (ii) Decanalisation of imports.
- (iii) Exploration by Hindustan Zinc Limited. Geological Survey of India and Mineral Exploration Corporation at following places in the country:—

Hindustan Zinc Limited:

Ghugra in Rajasthan and

Dhukonda in Andhra Pradesh.

Geological Survey of India

Rajasthan : North and South Sindesarwar area, Tikhi and Sawarkhera, Kayar area, Rupheli Agucha, Akola Dariba area and Zawar extension.

Tamil Nadu : Rasipuram, Attur Taluk, Salem District.

Madhya Pradesh : Joga-Tamekhan area in dolomites of Bijawar area.

Uttar Pradesh : Tons Valley area.

Himachal Pradesh : Purbani area in Kinnaur, Uchich, Parvati Valley, Kulu District

Arunachal Pradesh : Shergaon, West Kameng District

Sikkim : Rorathang-Namjang Jamthang area in outer Himalaya

Mineral Exploration Corporation Limited

Devpura (Rajasthan)
Askote (U.P.) Zawar (Rajasthan) and Dhukonda (A.P.)

(d) The integrated Zinc-Lead Smelter of Hindustan Zinc Limited has already been completed during the current year as per schedule.

STATEMENT

Lead-zinc Ore Production by Hindustan Zinc Limited

(In 000 tonnes)

Name of State/Mines	Mine Production						
	1988-89		1989-90		1990-91		Achievement
	Target	Achievement	Target	Achievement	Target	Achievement	
1	2	3	4	5	6	7	
Rajasthan							
Zawar Minies (Zinc-Lead)	1065	1030	1065	987	1065	1045	
Rajpura Dariba Mine (Zinc-Lead)	450	382	450	385	540	512	
Andhra Pradesh							
Agnigundala Mine (Lead)	63	56	72	62	72	63	
Orissa							
Sargipalli Mine (Lead)	120	111	127	113	135	138	

*[English]***Receipt of Telephone Bills by Post Offices**

3136. SHRI SOBHANADREESWARA RAO VADDE: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to instruct the post offices located in a Town/Village having a telephone exchange to receive the telephone bills from the subscribers; and

(b) if not, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) Arrangement exists for collection of telephone bills at a specified Post Office/Post Offices at the station of the Telephone Exchange.

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

*[Translation]***Schemes relating to Akashvani and Doordarshan during Seventh Plan**

3137. SHRI MOHAMMAD ALIASHRAF FATMI: Will the Minister of INFORMATION

AND BROADCASTING be pleased to state:

(a) the provision made in the Seventh Five Year Plan for the schemes relating to Akashvani and Doordarshan in Bihar;

(b) the areas to which these schemes were related to and the expenditure involved therein;

(c) the present stage of these schemes;

(d) the details of the schemes relating to Akashvani and Doordarshan for which provision has been made in the Eighth Five Year Plan; and

(e) the details of the proposals submitted by the Government of Bihar in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (KUMARI GIRJA VYAS): (a) to c). The requisite information is given in the Statement.

(d) The Eighth Five Year Plan of All India Radio and Doordarshan are yet to be finalised.

(e) No proposal appears to have been received from the Government of Bihar in this regard.

STATEMENT

A. ALL INDIA RADIO

S. No.	Project and Location	Plan allocation (Rs. in lakh)	Status
1	2	3	4
1.	New Radio Station at Jamshedpur	180.00	Since commissioned
2.	Upgradation of 20 KW MW Transmitter at Patna to 100 KW Power	95.00	Since commissioned
3.	Upgradation of 10 KW MW Transmitter at Ranchi to 100 KW Power.	56.00	Since commissioned
4.	Type I (R) Studios, Bhagalpur	73.00	Since Commissioned
5.	New Radio Station, Daitonganj	287.50	Scheme nearing completion
6.	Purnea (local Radio Station)	292.00	Technically ready
7.	Singhbhum (local Radio Station)	299.95	Technically ready
8.	Hararibagh (local Radio Station)	372.55	Technically ready
9.	Sasaram (local Radio Station)	308.85	Since commissioned
10.	3 KW FM Transmitter, Patna	142.72	Since commissioned
11.	Staff Quarters, Bhagalpur	20.70	Completed

S. No.	Project and Location	Plan allocation (Rs. in lakh)			Status
1	2	3	4		
12.	Darbhanga (Staff Quarters)	20.70	Completed		
B. DOORDARSHAN					
1.	HPT, Katihar	260.00	Since commissioned		
2.	HPT with Programme Generation Facility (PGF), Daltonganj	686.00	HPT commissioned PGT set up expected to be commissioned during 1992.		
3.	LPT, Bokaro	29.90	Since commissioned		
4.	LPT, Bettiah	1.85*	Since Commissioned		
5.	LPT, Begusarai	35.60	Since commissioned		
6.	LPT, Buxar	44.54	Since commissioned		
7.	LPT, Chaibasa	23.15	-do-		
8.	LPT, Darbhanga	1.85*	-do-		
9.	LPT, Deoghar	36.55	-do-		
10.	LPT, Dumka	54.90	-do-		
11.	LPT, Forbesganj	25.90	-do-		

S. No.	Project and Location	Plan allocation (Rs. in lakh)	Status
1	2	3	4
12.	LPT, Firdh	23.15	-do-
13.	LPT, Gopalganj	23.15	-do-
14.	LPT, Madhubani	25.90	-do-
15.	LPT, Madhepura	54.9	-do-
16.	LPT, Motihari	25.90	-do-
17.	LPT, Saharsa	22.03	-do-
18.	LPT, Sitamarhi	25.90	-do-
19.	LPT, Siwan	23.15	-do-
20.	LPT, Sasaram	23.15	-do-
21.	LPT, Ghatshila	44.54	-do-
22.	LPT, Khagaria	54.90	-do-
23.	LPT, Jamui	44.54	-do-
24.	Transposer, Ramgarh Hill	30.85	-do-
25.	Studio, Patna	1631.34	Interim se-up commissioned. Permanent set-up under impl- ementation.

S. No.	Project and Location	Plan allocation (Rs. in lakh)	Status
1	2	3	4
26.	Studio, Ranchi	-	Scheme not approved
27.	Programme Generation Facility, Muzaffarpur	230.65	Technically ready.

* Amount stated was sanctioned for installation works. Equipment was envisaged to be provided by shifting.

LEGENDS

HPT - High Power TV Transmitter

LPT - Low Power TV Transmitter

*[English]***Functioning of High Power Door-
darshan Kendras**

3138. SHRI K. PRADHANI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state the number of high power and low power TV transmission centres functioning in the country and the

locations thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (KUMARIGIRJAVYAS): At present 62 High Power TV transmitters (excluding four for the second channel in Metropolitan cities) and 370 Low Power TV transmitters are functioning in the country. Locations of these transmitters are in the enclosed Statement.

STATEMENT

Locations of High Power & Low Power TV Transmitters Functioning in the country

Sl. No.	State/U.T.	High Power TV Transmitter	Lower Power TV Transmitter
1	2	3	4
1.	Andaman & Nicobar		Car Nicobar
			Portblair
2.	Andhra Pradesh	Anantapur <i>Anantapur</i> Hyderabad	Adilabad
		Vijayawada	Adoni
		Visakhapatnam	Amalapuram
			Bhadrachalam
			Bheemadolu
			Chittoor
			Cuddapan
			Guntakal
			Kakinada
			Kothagudam

Sl. No.	State/U.T.	High Power TV Transmitter	Lower Power TV Transmitter
1	2	3	4
		Karimnagar Khammam Kurnool Mehboobnagar Nandyal Nellore Nizamabad Nalgonda Ongole Proddutur Rajamundry Ramagundam Srikakulam	

Sl. No.	State/U.T.	High Power TV Transmitter	Lower Power TV Transmitter
1	2	3	4
3.	Arunachal Pradesh	Itanagar	Tirupati Warangal Passighat Tezu
4.	Assam	Dibrugarh Guwahati Silchar	Dhubri Diphu Goalpara Jorhat Kokrajhar
5.	Bihar	Datonganj Kathar	Nagaon Nazira Tezpur Begusaral <u>Bettiah</u>

Sl. No.	State/U. T.	High Power TV Transmitter	Lower Power TV Transmitter
1	2	3	4
		Muzaffarpur	Bhagalpur
		Patna	Buxar
		Ranchi	Bokaro
			Chaibasa
			Darbhanga
			Deoghar
			Dhanbad
			Dhanbad
			Dumka
			Forbesganj
			Gaya
			Ghatshila
			Giridih

Sl. No.	State/U.T.	High Power TV Transmitter	Lower Power TV Transmitter
1	2	3	4
7.	Daman & Diu		Daman
8.	Delhi	Pitampura, Delhi Ch. I Delhi Ch. II	
9.	Goa	Panaji	Ahwa
10.	Gujarat	Ahmedabad Dwarka Rajkot	Ambaji Amreli Bharuch Bhaynagar Bhuj Bhabhar Chhotaudepur Dediapada

Sl. No.	State/U. T.	High Power TV Transmitter	Lower Power TV Transmitter
1	2	3	4
			Dhorajee
			Dohad
			Godhra
			Jamnagar
			Junagarh
			Kevadia Colony
			Mehsana
			Navasari
			Kosamba
			Palanpur
			Patan
			Porbander

Sl. No.	State/U. T.	High Power TV Transmitter	Lower Power TV Transmitter
1	2	3	4
11.	Haryana		Songarh Surendranagar Tharad Vadodara Valsad Veraval Bhiwani Hisar Jind Narnaul Sirsa
12.	Himachal Pradesh	Kasauli	Dharamsala

Sl. No.	State/U.T.	High Power TV Transmitter	Lower Power TV Transmitter
1	2	3	4
13.	Jammu & Kashmir	Jammu Poonch Srinagar	Kullu Manali Mandi Shimla Kargil Leh
14.	Karnataka	Bangalore Gulbarga Shimoga	Athani Bantwal Belgaum Bellary Bidar Bijapur

Sl. No.	State/U.T.	High Power TV Transmitter	Lower Power TV Transmitter
1	2	3	4
			Chikmaglure
			Chikodi
			Chitradurga
			Dhanwad
			Devangere
			Gadag-Betgari
			Hassen
			Hospet
			Karwar
			Kolar Goldfields
			Madikeri
			Mangalore
			Mysore
			Raichur

Sl. No.	State/U.T.	High Power TV Transmitter	Lower Power TV Transmitter
1	2	3	4
15.	Kerala	Cochin Trivandrum	Ranibennur Sandur Sirsi Tiptur Udipi Calicut Cannanore Chengnacherry Idukki Kalpetta Kasargod Kayamkulam Malapuram

Sl. No.	State/U.T.	High Power TV Transmitter	Lower Power TV Transmitter
1	2	3	4
16.	Madhya Pradesh	Bhopal Gwalior Indore Raipur	Paighat Pathanamthitta Shoranur Telli-cherry Trichur Ambikapur Balladita Balsghat Betul Bhind Bilaspur Burhanpur Chanderi

Sl. No.	State/U.T.	High Power TV Transmitter	Lower Power TV Transmitter
1	2	3	4
			Chhatarpur
			Chhindwara
			Damoh
			Dongargarh
			Guna
			Harda
			Itarsi
			Jabalpur
			Jagdulpur
			Jhabua
			Kanker
			Khanker
			Khandwa
			Khargson

Sl. No.	State/U.T.	High Power TV Transmitter	Lower Power TV Transmitter
1	2	3	4
			Korba
			Kurasia
			Kurasia
			Kurwai
			Malanjhand
			Mandia
			Mandsaur
			Manindergarh
			Murwara
			Nagda
			Narasimhapur
			Neemuch
			Panchmarhi

<i>Sl. No.</i>	<i>State/U.T.</i>	<i>High Power TV Transmitter</i>	<i>Lower Power TV Transmitter</i>
1	2	3	4
			Panna
			Rajara-Jhardulli
			Raigarh
			Raigarh
			Ratlam
			Rewa
			Sagar
			Satna
			Seoni
			Shahdol
			Shajapur
			Sheopur
			Sidhi

Sl. No.	State/U.T.	High Power TV Transmitter	Lower Power TV Transmitter
1	2	3	4
17.	Maharashtra	<p>Aurangabad</p> <p>Bombay Ch. I</p> <p>Bombay Ch. II</p> <p>Nagpur</p> <p>Pune</p> <p>Ambajogai</p>	<p>Singrauli</p> <p>Shivpuri</p> <p>Tikamgarh</p> <p>Achalpur</p> <p>Ahmednagar</p> <p>Akola</p> <p>Amalner</p> <p>Amaravati</p> <p>Barshi</p> <p>Beed</p> <p>Bhusawal</p> <p>Buldana</p> <p>Chalisgaon</p>

Sl. No.	State/U.T.	High Power TV Transmitter	Lower Power TV Transmitter
1	2	3	4
			Chandrapur
			Dhule
			Digloor
			Gadchiroli
			Gondia
			Jaigaon
			Jalna
			Karad
			Kinwat
			Kolhapur
			Malegaon
			Manmad
			Nanded
			Nandurbar

Sl. No.	State/U.T.	High Power TV Transmitter	Lower Power TV Transmitter
1	2	3	4
18.	Manipur	Imphal	Ukhrul
19.	Meghalaya	Shillong	Jowai
		Tura	
20.	Mizoram	Aizawal	
21.	Nagaland	Kohima	Dimapur
			Tuensang
22.	Orissa	Cuttack	Anandpur
		Sambalpur	Angul
		Bhawanipatna	Baleshwar
			Baliapal
			Bargarh
			Baripada
			Berhampur
			Bhadrak

Sl. No.	State/U.T.	High Power TV Transmitter	Lower Power TV Transmitter
1	2	3	4
			Bhanjanagar
			Bolangir
			Brajraj Nagar
			Jeypore
			Joda
			Keonjhar
			Koraput
			Parlakhemundi
			Phulbani
			Rayagada
			Rourkela
			Sundargarh
23.	Pondicherry		Pondicherry

Sl. No.	State/U.T.	High Power TV Transmitter	Lower Power TV Transmitter
1	2	3	4
24.	Punjab	Amritsar Bhatinda Jalandhar	Fazilka Firozpur Gurdaspur Pathankot
25.	Rajasthan	Jaipur	Ajmer Alwar Anupgarh Banswara Barmer Beawar Bhilwara Bikaner Bundi Chittorgarh

Sl. No.	State/U.T.	High Power TV Transmitter	Lower Power TV Transmitter
1	2	3	4
			Churu
			Deeg
			Dungarpur
			Ganga Nagar
			Hanumangarh
			Jalore
			Jhalwar
			Jhunjhuna
			Jodhpur
			Khetri
			Koita
			Nagaur
			Pali

Sl. No.	State/U.T.	High Power TV Transmitter	Lower Power TV Transmitter
1	2	3	4
			Pilani
			Salumber
			Sardarshahar
			Sawai-Madhopur
			Sikar
			Sirohi
			Suratgarh
			Tonk
			Udaipur
			Nathdwara
26.	Sikkim		Gangtok
27.	Tamil Nadu	Kodaikanal	Coimbatore
		Madras Ch. I	Coonoor
		Madras Ch. II	Courtalam

Sl. No.	State/U.T.	High Power TV Transmitter	Lower Power TV Transmitter
1	2	3	4
			Cuddalore
			Dharmapuri
			Kumbakonam
			Nagarcoil
			Neyveli
			Flamashwaram
			Salem
			Thanjavur
			Thiruvannamalai
			Tiruchendur
			Tiruchirappalli
			Tirunelveli
			Tirupattur

Sl. No.	State/U. T.	High Power TV Transmitter	Lower Power TV Transmitter
1	2	3	4
	Tripura	Agartala	Tuticorin
	Uttar Pradesh	Agra	Vaniyambadi
		Allahabad	Vellore
		Gorakhpur	Vilupuram
		Kanpur	Tindivanam
		Lucknow	Akbarpur
		Mussoorie	Aligarh
		Varanasi	Azatgarh
			Bahraich
			Ballia
			Bairampur
			Banda

Sl. No.	State/U.T.	High Power TV Transmitter	Lower Power TV Transmitter
1	2	3	4
		Bareilly	
		Basti	
		Budaun	
		Deoria	
		Etawah	
		Faizabad	
		Farrukhabad	
		Fatehpur	
		Gauriganj	
		Gonda	
		Hardoi	
		Hardwar	
		Jagdishpur	

Sl. No.:	State/U.T.	High Power TV Transmitter	Lower Power TV Transmitter
1	2	3	4
			Jhansi
			Kashipur
			Kashipur
			Lakhimpur
			Lalganj
			Lalitpur
			Manipuri
			Mathura
			Mau
			Moradabad
			Mainital
			Obra
			Orai
			Pauri

Sl. No.	State/U.T.	High Power TV Transmitter	Lower Power TV Transmitter
1	2	3	4
			Pilibh..
			Pithoragarh
			Puranpur
			Rai-Bareilly
			Rampur
			Sambhal
			Shahjahanpur
			Sitapur
			Tanakpur
			Tirwa
			Sultanpur
29.	West Bengal	Asansol	Alipurduar
		Behrampore	Balurghat

<i>Sl. No.</i>	<i>State/U.T.</i>	<i>High Power TV Transmitter</i>	<i>Lower Power TV Transmitter</i>
1	2	3	4
		Calcutta Ch. I	Bardhaman
		Calcutta Ch. II	Darjeeling
		Kurseong	Kalimpong
			Kharagpur
			Krishnanagar
			Malda
			Medinipur
			Shantiniketan
		62*	370
		Total	

* Excluding 4 high power TV transmitters for second channel service.

**Electricity through a new kind of
Antenna**

3139. SHRI Y.S. RAJASEKHAR REDDY: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether in a number of villages electricity is being provided through a new kind of antenna pointing at the sun giving thousands of Indians in rural areas their first encounter with electricity;

(b) if so, the details thereof;

(c) the number of villages to be benefited therefrom; and

(d) the other purposes for which is this energy being used?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) to (d). Electricity obtained by direct conversion of solar energy through photovoltaic panels mounted on roof tops, poles and other structures is being used for a variety of applications in rural areas such as street lighting, domestic lighting, water pumping, television, etc. About 40,000 systems for these applications have been installed in nearly 8000 villages in the country. Small solar power plants of one to ten kilowatt capacity have been established in about 50 villages. Solar lanterns, which are portable lighting devices are also being tried in the country. The use of photovoltaic systems for specialised applications has also been increasing in recent years. Examples of this are power for off-shore oil platforms, microwave repeater stations, railway signalling, telecommunications, etc.

[*Translation*]

**Hydel Power Projects of Uttar
Pradesh**

3140. SHRI BHUWAN CHANDRA KHANDURI: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the construction work of 'Srinagar Hydel power Project' in the Pauri district of Uttar Pradesh and 'Vishnu Prayag Hydel Power Project' in the Chamoli district have been stopped;

(b) if so, the reasons therefor;

(c) the project-wise amount allocated for those two projects in the year 1989-90 and 1990-91, 1991-92 separately;

(d) whether a provision has been made in yearly plan of 1992-93 for the allocation of funds for these projects;

(e) if so, the details thereof; and

(f) if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) and (b). The construction works has slowed down due to fund constraints and land acquisition problem in the case of Srinagar Hydro-electric project and due to fund constraints and want of environment clearance in the case of Vishnu Prayag Hydro-electric Project.

(c) Amounts allocated for Srinagar and Vishnu Prayag Hydel Power Projects during the years 1989-90 to 1991-92 are as under:

(Rs. in crores)

	1989-90	1990-91	1991-92
Srinagar H.E.P. (6x55 MW)	55.00 *	100.00*	48.45
Vishnu Prayag HEP (4x120 MW)	1.00	1.00	1.00

(* Outlay for Srinagar composite including Srinagar Hydro-electric Project)

(d) and (e). For the year 1992-93 Central Electricity Authority has recommended an outlay of Rs. 60 crores and Rs. 0.7 crores for Srinagar Hydro-electric Project and Vishnu Prayag Hydro-electric Project respectively. Actual allocation will be known after finalisation of 1992-93 Annual Plan for Uttar Pradesh.

(f) Does not arise.

[English]

Embezzlement of Funds

3141. SHRI KRISHAN DUTT SULTANPURI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether cases of embezzlement of funds have come to light in the different departments of his Ministry during the last six months;

(b) if so, the details thereof; and

(c) the steps taken or proposed to be taken against the offenders?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) Yes, Sir.

(b) Two cases of fraudulent withdrawal of Government money to the tune of Rs. 4.4 lakhs and Rs. 6.5 lakhs at Delhi and Jaland-

har, respectively have come to notice. In another case of fraud in ALTTC Ghaziabad, it is estimated that Govt. money to the tune of Rs. 1.74 crores has been fraudulently misappropriated. Instances of embezzlement of funds relating to Post Office Savings Bank Deposits, Money Orders, Post Office Cash Certificates and shortage in cash and stamp balances have also come to notice.

(c) The suspected officials have been placed under suspension and cases have been handed over to the local police and CBI for further investigation. The accounting procedures have been reviewed and suitable instructions are being issued for streamlining the procedures and tightening supervision. Provisions exist for approaching the revenue authorities to prevent offenders from alienation and disposal of property, if any, owned by them under Public Account Defaulters Act to enable recovery of embezzled funds.

[Translation]

Electricity Board in Delhi

3142. SHRI JANARDAN MISRA: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the supply of power in Delhi is irregular;

(b) if so, whether the Government pro-

pose to set up Electricity Board in Delhi to determine the power supply;

(c) if so, the time by which the said Board is likely to be set up; and

(d) if not, the steps proposed to be taken by the Government in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) to (d). The power supply position in Delhi is by and large satisfactory. The Sarkaria/Balakrishnan Committee on the reorganisation of Delhi set up has recommended conversion of Delhi Electric Supply Undertaking (DESU) into Delhi State Electricity Board (DSEB). The time by which the Board is likely to be set up would depend upon the completion of requisite administrative and legal formalities, including amendments in the Delhi Municipal Corporation Act, 1957.

[English]

Surrender of Telephones

3143. SHRI MORESHWAR SAVE:
SHRI RAMESHWAR PATI-
DAR:
SHRIMATI GEETA MUKHER-
JEE:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) the progress made so far in regard to the directives issued by the Prime Minister for surrendering ten percent of telephone connections by the Government offices upto January 31, 1992.

(b) the percentage of the telephones surrendered as a result thereof; and

(c) the efforts being made to achieve the target?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) and (b). 29 Ministries/Departments of the Central Government have so far furnished information surrendering 2177 telephone connections out of 21,032 telephone connections working with them which come to little above 10%.

(c) The progress is being monitored by the Ministry of Finance (Deptt. of Expenditure).

Increase in time limit of local call

3144. SHRI RAJENDRA KUMAR SHARMA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have decided to increase the time limit for local call at least from three minutes to five minutes;

(b) if so, whether the suburbs like Ghaziabad, Faridabad and Gurgaon adjoining Delhi would also be affected; and

(c) the time by which the above mentioned decision is likely to be implemented?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) The proposal to introduce time metering of local calls is still under the consideration of the Government.

(b) Yes, Sir. A different tariff for inter-dialling between large telephone systems and adjoining exchanges in their periphery is also under consideration.

(c) The time frame for implementation has not yet been decided.

Hindustan Copper Ltd

3145. SHRI RAM NARAIN BERWA: Will the Minister of MINES be pleased to state:

(a) the total profit earned by the Hindustan Copper Limited during the last five years;

(b) whether the Hindustan Copper Ltd. (HCL) has now been given clearance for implementing its expansion programme;

(c) if so, the details thereof; and

(d) the amount earmarked for the expansion of the HCL?

THE MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI BALRAM SINGH YADAV): (a) During the period 1986-87 to 1990-91, Hindustan Copper Ltd. (HCL) earned a net profit of Rs. 144.17 crores.

(b) The Government has not approved any expansion programme of HCL. However, the Company has identified a number of schemes for expansion of its capacities.

(c) and (d). The details of some of the important schemes identified by HGL during 8th Plan subject to availability of funds are as follows:

<i>Estimated cost</i>	<i>Project duration (Rs. in crores)</i>	<i>(In years)</i>
I. Development of Chapri-Sideshwar Mine of 0.75 million tonnes ore per year capacity with a matching concentrator.	176.00	5/6
II. Expansion of Malanjkhand mine from 2 to 3 million tonnes of ore per year.	100.00	3
III. Development of Danwas mine of 0.6 million tonnes of ore per year.	90.00	5/6
IV. Khetri smelter & refinery expansion from 31,000 to 45,000 tonnes per year.	49.50	3/4

Production of Rails

3146. SHRI K. THULASIAH VANDAYAR: Will the Minister of STEEL be pleased to state:

(a) the steps taken or proposed to be taken to set up the production of 60 Kg. rails indigenously in the steel plants; and

(b) the total requirement of rails and the value in foreign exchange likely to be saved by indigenously production?

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

Consumption of Electricity by Agricultural Sector

3147. SHRI MUKUL BALKRISHNA WASNIK: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Government propose to re-formulate the tariff structure to ensure that the State Electricity Board recover their cost of generation and supply;

(b) if so, the details thereof;

(c) the details of the consumption of power by the agricultural sector during 1991-92 state-wise;

(d) whether the Government has plans to remove subsidies on electricity for the agricultural sector; and

(e) if so, the reasons thereof?

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

(b). Under the Electricity (Supply) Act, 1948, tariff-structures of State Electricity Boards are to be devised as to ensure the statutory minimum surplus, and are within the jurisdiction of the State Government concerned. Central Government, in consultation with SEBs and State Governments has, however, proposed to establish 5 Regional Tariff Boards to recommend appropriate tariff structure for each State.

(c) Projection of energy consumption by the Agricultural Sector during 1991-92, as per the 14th Electric Power Survey, is given in the Statement.

(d) and (e). Central Government has recommended a minimum agricultural tariff of 0.50 paise/kwh, which would reduce the gap between the cost of supply of power and actual recovery, in the Agricultural Sector.

STATEMENT

Energy Consumption by the Agricultural Sector – Irrigation/Dewatering – Pumpsets/State Tubewells

<i>State/UT/Region</i>	<i>Projected (1991-92)</i>
Haryana	3024.00
Himachal Pradesh	34.00
Jammu & Kashmir	133.00
Punjab	5728.00
Rajasthan	3172.00
Uttar Pradesh	7870.00
Chandigarh	1.75
Delhi	31.00
Total NR	19992.00

<i>State/UT/Region</i>	<i>Projected (1991-92)</i>
Goa	12.90
Gujarat	6046.80
Madhya Pradesh	1890.03
Maharashtra	7185.01
D & N Haveli	0.51
Daman & Diu	0.99
Total WR	15135.00
Andhra Pradesh	6118.80
Karnataka	3920.65
Kerala	309.61
Tamil Nadu	3982.78
Pondicherry	68.41
Total SR	14300.00
Bihar	1694.00
Orissa	248.00
Sikkim	0.00
West Bengal	350.63
Total ER	2293.00
Arunachal Pradesh	0.00
Assam	22.60
Manipur	4.20
Meghalaya	1.50

<i>State/UT/Region</i>	<i>Projected (1991-92)</i>
Mizoram	0.04
Nagaland	0.00
Tripura	20.62
Total NER	49.00
A&N Islands	0.00
Lakshwadweep	0.00
All India Total	51770.00

Sharing of Profits from Film 'Gandhi'

3148. SHRIMATI GEETA MUKHERJEE: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the National Development Corporation (NFDC) is to share certain percentage of the profits from the Film 'GANDHI', a co-production of NFDC and Sir Attenborough;

(b) if so, the amount invested in the film by NFDC and the share of the profit received therefrom so far;

(c) whether the Government had agreed to give five per cent of the profit received by the NFDC to the Cine Artist Welfare Fund; and

(d) if so, the amount so far given to that fund?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (KUMARI GIRJAVYAS):

(a) Yes, Sir.

(b) The amount invested in the film by National Film Development Corporation is Rs. 6.36 crores and the net share of the profit received therefrom so far is Rs. 3.74 crores. This is over and above National Film Development Corporation's recoupment of investment and interest on investment.

(c) As per the co-production and finance agreement of the film Gandhi between Sir Richard Attenborough, National Film Development Corporation, and other parties, 5 percent of the net profit of the film is payable to the Cine Artistes Welfare Fund of India.

(d) An agreement has been reached some time back with Sir Attenborough and the entire principal amount of 5% of the profits would be transferred to India. Out of the interest amount accumulated on the 5% profit in the UK account, £ 500,000 would be paid to other charities. The agreement has been confirmed by the Court in UK. National Film Development Corporation is making efforts to minimise the tax deductible at source in U.K. An amount of about Rs. 3 crores is expected to be received by Cine Artistes Welfare Fund of India in due course.

Cellular Telephone System

3149. SHRI PRITHVIRAJ D. CHAVAN:
Will the Minister of COMMUNICATIONS be
pleased to state:

(a) whether the Government have de-
cided to start Cellular Telephone Communi-
cations System in the private sector;

(b) if so, the details thereof; and

(c) the criteria followed for selecting the
subscribers?

THE DEPUTY MINISTER IN THE
MINISTRY OF COMMUNICATIONS (SHRI
P.V. RANGAYYA NAIDU): (a) Yes, Sir.

(b) Tenders for providing cellular mobile
telephone services in the Metro cities of
Bombay, Calcutta, Delhi and Madras have
been invited.

(c) Does not arise at this stage as the
service is yet to be introduced.

Import of Newsprint

3150. SHRI V.S. VJAYARAGHAVAN:
Will the Minister of INFORMATION AND
BROADCASTING be pleased to state:

(a) whether the Government propose to
allow newspaper owners to import news-
print; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE
MINISTRY OF INFORMATION AND
BROADCASTING (KUMARI GIRIJA VYAS):
(a) Government have decided, in principle,
to decanalise the import of newsprint with
effect from 1st April, 1992.

(b) The import of newsprint will be gov-
erned by Import-Export Policy that will come

into force with effect from April 1, 1992.

[Translation]

**Agra Airport as International
Airport**

3151. SHRI SWAMI SURESHANAND:
Will the Minister of CIVIL AVIATION AND
TOURISM be pleased to state:

(a) whether the Government propose to
convert Agra Airport into an international
airport;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

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

(b) Does not arise.

(c) The existing five international air-
ports viz. Delhi, Bombay, Calcutta, Madras
& Trivandrum, are sufficient to cater to cur-
rent traffic needs.

[English]

**Amount Allocated to Kerala for Genera-
tion of Electricity**

3152. SHRI RAMESH CHENNITHALA:
Will the Minister of POWER AND
NON-CONVENTIONAL ENERGY
SOURCES be pleased to state:

(a) the amount allocated to Kerala for
the generation of power in 1991;

(b) the electricity supplied to Kerala
from the Central Pool in 1991; and

(c) the quantum of electricity proposed

to be supplied during 1992 from Central Pool in the State?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) The approved outlay of Kerala for Annual Plan 1991-92 for power sector is Rs. 154.80 crores.

(b) The drawal of energy by Kerala from Central power stations in the Southern region in 1990-91 was 1361.7 MU.

(c) The drawal of energy by Kerala from Central power stations in the Southern region in 1991-92 (upto February, 1992) is 1737.7 MU.

Tungstons Reserves in Maharashtra

3153. SHRI TEJSINGHRAO BHONSLE: Will the Minister of MINES be pleased to state:

(a) whether rich reserves of tungstons is available in district Nagpur, Maharashtra; and

(b) if so, the steps proposed to be taken by the Government for setting up a factory there for carrying out the purification process of tungstons?

THE MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI BALRAM SINGH YADAV): (a) At Khobna, Nagpur district, Maharashtra, Mineral Exploration Corporation Ltd. (MECL) have estimated a reserve of 3.04 million tonnes of tungsten ore with 0.313% WO₃ for the main lense and a reserve of possible category of 0.32 million tonnes with 0.218% WO₃ for the Southern lense.

Geological Survey of India (GSI) have estimated a reserve of 2.234 million tonnes

of tungsten ore with 0.043 to 0.062% WO₃ in Agargaon area, Nagpur district, Maharashtra. Detailed exploration of the area by MECL have been planned.

(b) Exploitation of the deposits can be considered after their techno-economic feasibility is established.

Arrears of Share cost of Sardar Sarovar Project

3154. SHRI SOMJIBHAI DAMOR:
DR. K.D. JESWANI:
SHRI SANKERSINH
VAGHELA:
SHRI DILEEP BHAI SHANG-
HANI:

Will the Minister of WATER RESOURCES be pleased to state:

(a) whether the Government of Gujarat has approached the Union Government in regard to the payment of arrears of share of expenditure of Sardar Sarovar Project by the Madhya Pradesh, Maharashtra and Rajasthan; and

(b) if so, the steps proposed by the Union Government in this regard?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) and (b). Yes, Sir. The issue regarding the payment of share cost of Sardar Sarovar Project to the Government of Gujarat by the Party States has been discussed in the Sardar Sarovar Construction Advisory Committee meetings from time to time and States have been apprised of the need for immediate settlement of disputed claims and early payment of outstanding dues to the Government of Gujarat, in terms of Narmada Water Dispute Tribunal Award.

[*Translation*]

Linking of District Headquarters with Vayudoot

3155. SHRI GAYA PRASAD KORI:
SHRI MRUTYUNJAYA
NAYAK:

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

(a) the places which are linked with Vayudoot services;

(b) whether Government propose to link all the district headquarters with Vayudoot services; and

(c) if so, the details thereof, Statewise?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRIMADHAVRAO SCINDIA): (a) Vayudoot is serving 45 stations listed in the attached statement.

(b) No, Sir.

(c) Does not arise.

STATEMENT*List of Operational Stations*

Northern Region	Eastern Region	Southern Region	Western region
U.T OF DELHI	TRIPURA		MAHARASHTRA
1. Delhi	12. Agartala	25. Hyderabad	36. Bombay
	13. Kailashahar	26. Rajamundry	37. Pune
		27. Tirupati	38. Kolhapur
		28. Vijawada	
UTTAR PRADESH	MIZORAM		GUJRAT
2. Dehradun	14. Aizwal		
3. Ranpur		KARNATAKA	39. Kandla
4. Ludknow	WEST BENGAL	29. Bangalore	40. Prbandar
PUNJAB	15. Calcutta	30. Belgaum	41. Keshod
5. Ludhiana	16. Cooch Behar	TAMIL NADU	42. Rajkot
		31. Coimbatore	43. Ahmedabad
		32. Modras	44. Baroda

Western region

Southern Region

Eastern Region

Northern Region

U.T. OF CHANDIGARH

6. Chandigarh

GOA

U.T. OF LAKSHADWEEP

45. Goa

RAJASTHAN

7. Jodhpur

17. Guwahati

34. Agatti

18. Jorhat

19. Lilabari

8. Jaisalmer

20. Silchar

U.T. OF PONDICHERY

21. Dibrugarh

35. Pondicherry

HIMACHAL PRADESH

9. Kulu

BIHAR

22. Jamshedpur

10. Shimla

MEGHALAYA

11. Gaggal

23. Shillong

ARUNACHAL PRADESH

24. Zero

[English]

**Completion of work of Pathiramanal,
Kerala**

3156. SHRIK. MURALEEDHARAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Union Government have received any proposal from the Government of Kerala for the development of Pathiramanal;

(b) if so, whether the approval has since been accorded; and

(c) the funds have since been allocated for the work of tourist resort?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) to (c). Yes, Sir. On the request of Government of Kerala, the Central Department of Tourism have agreed to extend financial assistance for construction of an Island Resort at Pathiramanal during 1991-92. The complete project proposal alongwith detailed estimates is awaited from the State Government.

Broadcast of Regional Bulletin

3157. DR. KRUPASINDHU BHOI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government have any proposal to increase the number of regional bulletins broadcast from Delhi, in comparison to the increased number of Hindi and English news bulletins; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (KUMARI GIRIJA VYAS):

(a) No, Sir.

(b) Does not arise.

Extension of Air Service to Shillong

3159. SHRI PETER G. MARBANIANG: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether there is any proposal to extend the Indian Airlines service to Shillong; and

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

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

(b) Does not arise.

**Setting up of Aluminium Plants in
Eighth Plan**

3160. KUMARI PUSHPA DEVI SINGH: Will the Minister of MINES be pleased to state:

(a) whether the Government have any proposal to set up new Aluminium plants particularly mini-aluminium plants during Eighth Five Year Plan;

(b) if so, the States where these plants are proposed to be set up;

(c) whether any aluminium plant is proposed to be set up in Madhya Pradesh; and

(d) if so, the location of those plants and the capacity therefore?

THE MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI BALRAM SINGH YADAV): (a) and (b). No, Sir. However, National Aluminium Company (in the

Public Sector) has a proposal to expand the capacity of their existing Aluminium Smelter at Angul in Orissa.

(c) No, Sir. Government do not have any such proposal.

(d) Does not arise.

Arrears of Electricity charges Due from State Electricity Boards

3161. SHR D. PANDIAN: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the payment of electricity charges due to the Government from the State Governments;

(b) the names of the States which are in arrears and also the amount due from them to the power generating centre such as NLC, etc.; and

(c) if so, the details of arrears payable by State Governments to the Union Government?

THE MINISTER OF STATE OF 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.

Change in Telephone Numbers in Delhi

3162. DR. RAVI MALLU: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether telephone numbers are being frequently changed in Delhi; and

(b) if so, how many changes have taken place during the last three years indicating expenditure incurred on advertisements of

these changes?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) In the fast developing telephone network in Delhi, the telephone numbers are required to be changed as and when a new exchange is established by carving out its area from the existing exchange areas an absolute technical necessity.

(b) During the last three years, i.e., 1988-89, 1989-90 and 1990-91, the telephone numbers have to be changed six times, 11 times and 14 times respectively. The expenditure incurred on advertisement for intimating the public for change of numbers during these three years was Rs. 2,52,605, Rs. 18,32,061 and Rs. 23,15,700 respectively.

Introduction of Boeing 747 from Delhi to Imphal

3163. SHRI YAIMA SINGH YUMNAM: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether there is any proposal for introduction of Boeing 747 service from Delhi to Imphal via Gauhati;

(b) if so, when it is likely to be introduced; and

(c) if not, the reasons therefor?

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

(b) Does not arise.

(c) B-747 aircraft is available only in the fleet of Air-India. For operational and commercial reasons introduction of B-747 service to Imphal is not a feasible proposition.

[*Translation*][*English*]

Agreement with Nepal on Water Resources

3164. SHRI ARVIND TRIVEDI: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether talks have been held with Nepal for Co-operation in the field of water resources during the last three years;

(b) if so, whether any agreement has been arrived at in this regard; and

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

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) to (c). Talks for co-operation in the field of water resources management have been held during the last three years—last time between Prime Ministers of Nepal and India at Delhi in December 1991. It was agreed that project parameters for Karnali multi-purpose project shall be finalised expeditiously. A detailed project report for Pancheshwar multi-purpose project shall be prepared jointly by October, 1992. Joint studies/investigations necessary to finalise the parameters of the Kosi High Dam Project would be carried out expeditiously. Nepal will carry out the needed investigations and prepare the feasibility report of the schemes of construction of storage reservoirs on Kamla and Bagmati by 1993. It was also agreed to work out cost effective proposals, for extension of embankments at the border along the rivers Kamla, Bagmati, Lal Bakaiya and Khandu for implementation with financial assistance from India.

Construction of ITDC Hotel at Farakka

3165. SHRI ZAINAL ABEDIN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether ITDC propose to develop Farakka, West Bengal as a tourist site;

(b) if so, the details thereof;

(c) whether ITDC is constructing a hotel there;

(d) if so, the details thereof; and

(e) the progress made so far in this direction?

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

(b) Does not arise.

(c) No, Sir.

(d) and (e). Do not arise.

Revival of Vayudoot Services

3166. SHRI ARVIND TULSIRAM KAMBLE: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the number of Vayudoot services closed down during 1990 and 1991;

(b) the reasons for their closure;

(c) whether the Government propose to revive such closed routes; and

(d) if so, the details of such routes and when these are likely to be restarted?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRIMADHAVRAO SCINDIA): (a) and (b). Due to commercial and operational reasons Vayudoot operations were withdrawn from 45 stations during the years 1990 and 1991.

(c) No, Sir.

(d) Does not arise.

Telecasting of Films of New Film Producer

3167. SHRIMATI SHEELA GAUTAM:
SHRI RAJESH KUMAR:

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Doordarshan provides opportunities to the new film producers for telecasting their films; and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (KUMARI GIRIJA VYAS):

(a) and (b). Offers for telecast of films, made by producers including new producers, which fulfil the eligibility criteria are processed by Doordarshan and placed before the appropriate Selection Committees for approval. Films which are approved by the Selection Committee are scheduled for telecast according to programme requirements of Doordarshan after completion of the requisite formalities.

Use of 'Bombay' by Doordarshan in place of 'Mumbai'

3168. SHRI MOHAN RAWALE: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether in Hindi Samachar the name

'Mumbai' was used for Bombay by Doordarshan from the middle of August, 1990 upto the first week of February, 1991;

(b) whether any instructions were issued to the Doordarshan in this connection;

(c) if so, the details thereof;

(d) the reasons for which the Doordarshan used in name 'Mumbai' for more than five months and reverted to use the name as Bombay in Hindi Samachar; and

(e) the specific guidelines issued in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (KUMARI GIRIJA VYAS):

(a) to (e). The use of the word 'Mumbai' in the Hindi news bulletin of Doordarshan was discontinued after it was pointed out that the Government of India had not approved the change of the name of Bombay city to Mumbai. The status quo will be maintained by Doordarshan till any change in the name of the city is officially approved by the Government of India.

Power Tariff Structure

3169. SHRI TARA CHAND KHANDELWAL:
SHRI SHRAVAN KUMAR PATEL:
SHRI GURUDAS KAMAT:

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

(a) whether the Government have directed the D.E.S.U. to rationalise the power tariff structure;

(b) if so, whether D.E.S.U. has since taken any steps in this direction;

(c) if so, the details thereof; and

(d) the time by which the anomalies in power tariff are likely to be removed?

THE MINISTER OF STATE (INDEPENDENT CHARGE) OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) No, Sir.

(b) to (d). Delhi Electricity Supply Committee (DESC) is competent to fix electricity tariff in Delhi with the approval of Municipal Corporation of Delhi. Revision of tariff becomes necessary from time to time on account of increase in the cost of various inputs for power generation, purchase of power from outside agencies, increase in administrative expenditure.

District Telegraph Offices

3170. SHRI RUPCHAND PAL: Will the

Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have considered any proposal to set up District Telegraph Office (DTO) at every district headquarter of the country; and

(b) if so, the details of the districts where such offices have already been set up in each state?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) Yes Sir, as a policy it has been decided to set up an independent Telegraph Office at each revenue district headquarter of the Country.

(b) The information is given in Statement attached.

STATEMENT

ANNEXURE

Details of the Districts where Telegraph Offices (DTOs) have been set up.

1.	Andhra Pradesh	23	Adilabad, Anantapur, Cuddapah, Chittoor, Gantur, Hyderabad, R.F. Dist, Karimnagar, Karishna, Kurnool, Khammam, Mahaboobnagar, Nalgonda, Prakasam, Srikakulam, Nellore, Vizianagaram, Visakhapatnam, East Godavari, West Godavari, Warangal, Nizamabad and Medak.
2.	Assam	23	Kamrup, Tinsukia, Dibrugarh, Sibsagar, Jorhat, Golaghat, Karbi-anglong, Nagaon, North Cachar Hills, Hailakandi, Cachar, Karimganj, Nalbari, Barpeta, Goalpara, Bongaigaon, Kokrajhar, Ghubri, Darrang and Sonitpur, North Lakhimpur and Dhemaji.
3.	Bihar	40	Patna, Bhojpur, Nalanda, Muzaffarpur, Chapra, Darbhanga, Siwan, Vaishali, Samastipur, East Champaran, West Champaran, West Champaran, Sitamarhi, Gopalganj, Madhubani, Ranchi, Hazaribagh, Palamu, East Singhbhum, Lohardaga, Dhanbad, Gaya, Giridih, Rohtas, Katihar, Bhagalpur, Munger, Begusarai, Deoghari, Saharsa, Purnea, Madhepura, Godda, Nawada, Khagaria, Dumka, Aurangabad, Jahanabad, Araria, Bokaro and West Singhbhum.
4.	Gujarat	17	Amreli, Ahmedabad, Gandhinagar, Baroda, Bharuch, Bhuj, Bhavnagar, Jamnagar, Junagarh, Bulsar, Mehsana, Palanpur, Himatnagar, Sunendranagar, Godhra, Surat and Rajkot.
5.	Haryana	14	Ambala, Yamunanagar, Kurukshetra, Karnal, Pripat, Sonapat,

- Jind, Sirsa, Bhiwani, Hissar, Rohtak Rewari, Gurgaon and Ferozabad.
6. Himach Pradesh 10 Bilaspur, Chamba, Hamirpur, Kangra, Kullu, Mandi, Sirmour, Shimla, Solan and Una.
7. Jammu & Kashmir 8 Keh, Baramulla, Anantnag, Jammu, Kathua, Udhampur, Rajouri and Srinagar.
8. Kerala 13 Trivandrum Quilon, Pathanamthitta, Kottaym, Alleppey, Cochin, Trichur, Palghat, Malappuram, Calicut, Kalpetta, Vannanore and Kesaragode.
9. Karnataka 19 Bangalore, Belgaum, Bellary, Bidar, Bujapur, Chickmagalur, Chitradurga, Dakshina Kannada (Mangalore), Dharwad, Gulbarga, Hassan, Kodagu (Madikeri), Kolar, Mandya, Mysore, Raichur, Shimoga, Tumkur, Uttara Kannada (Karwar).
10. Madhya Pradesh 45 Bhopal, Bilaspur, Dewas, Durg, Gwalior, Indore, Jabalpur, Khandwa, Mandsaur, Raipur, Ratlam, Rewa, Sagor, Ujjain, Satna, Seoni, Chindwara, Vidisha, Jagdalpur, Rejnandgaon, Hoshangabad, Balaghat, Raigarh, Raisen, Guna, Bhand, Morena, Shehore, Dhar, Khargone, Damoh, Jhabua, Mandla, Shivpur, Shehdol, Ambikapur, Datia, Narsingapur, Sidhi, Chhattarpur, Panna, Tikamgarh, Raigarh (Bera) Shajapur and Betul.
11. Maharashtra 29 Ahmednagar, Akola, Aurangabad, Amravati, Beed, Bhandara, Bombay, Buldana, Bachandrapur, Bhule, Goa Jaina, Jalgaon, Kolhapur, Latur, Nagpur, Nanded, Nasik, Osmanabad, Parbhani, Pune, Ratnagiri, Raigad, Sangli, Satara, Solapur, Thane, Wardha, Yeotmal.

- | | | | |
|-----|---------------|----|---|
| 12. | North-East | 11 | Radhakishompur, Kailashahar, Agartala, Shilling, Tura, Aizwal, Chwandy, Bomdilla, Pasighat, Kohima and Imphal. |
| 13. | Orissa | 12 | Balasore, Cuttack, Puri Bolangir, Sambalpur, Baripada Chatrapur Dhenkanal Keonjhar Phulbani, Bhawanipatna Sundergath. |
| 14. | Punjab | 9 | Amritsar, Bathinda, Ferozpur, Gurdaspur, Hoshiarpur, Ja-landhar, Kapurthala, Ludhiana, Patiala. |
| 15. | Rajasthan | 19 | Jaipur, Sawaimadhopur, Kota, Bharatpur, Alwar, Sikar, Jhunjhuna, Churu, Nagaur, Bikaner, Sriganganagar, Jodhpur, Pali, Jalore, Sirahi, Ajmer, Bhiliwara, Udaipur and Banswara. |
| 16. | Tamil Nadu | 22 | Madras, Chengai MGR, Vellore Ambedkar, Tiruvannamalai Sambuvarayar, South Arcot, Dharmapuri, Salem, Coimbatore, Periyar, Nilgiris, Tiruchirapalli, Pudukottai, Thanjavur, Nagapattinam, quide Milleth, Dindigul Anna, Madurai, Kamarajar, Ramanathapuram, Pasumpon, Muthuramalinga Theval, V.O. Chidambaranar, Kattabomman, Kanyakumari. |
| 17. | Uttar Pradesh | 63 | Agra, Aligar, Allahabad, Almora, Azamgarh, Bareilly, Ballia, Basti, Banda, Bahraich, Barabank Bijnor, Bulandshahar, Budaud, Chamoli, Dehradun, Deoria, Etah, Etawah, Faizabad, Farrukhabad, Fatehpur, Firozabad, Ghaziabad, Hardoi, Hardwar, Hamirpur, Jhansi, Jaunpur, Jalaun, Kanpur, Lucknow, Lakhimpur, Lalitpur, Meerut, Moradabad, Mirzapur, Muzaffarnagar, Mainpuri, Mathura, Maunathbhanjan, Mahraiganj, Nainital, Pratapgarg, Pithoragarg, Pilibhit, Raebareli, Rampur, Pauri, Sultanpur, Shahjahanpur, Sitapur, Saharanpur, Sonkhadra, Siddharthnagar, Tehri, Unnao, Utarkashi, Varanasi, Kanpur Dehat and Kanpur City. |
| 18. | West Bengal | 13 | Burdwan, Bankura, Hooghly, Howrah, Murshidabad, South 24 Parganas, Dinajpur, Darjeeling, Malda, Cooch Behar, Jalpaiguri, Nadia and Calcutta. |

[Translation]

Iron Ore Dust in Baster District

3171. SHRI YOGANAND SARASWATI: Will the Minister of STEEL be pleased to state:

(a) whether the Government are aware that thousand tonnes of iron ore dust is lying on the ground in Baster district after the despatch of iron ore, which pollutes the drinking water resources;

(b) whether the Government propose to set up a plant in order to utilise the same; and

(c) if so, when?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEB): (a) Fines are generated during the mining of iron ore and are being stockpiled at suitable places near the mine site. To avoid pollution of drinking water sources, tailing dams have been constructed by NMDC. Further, as the market for fine ore, both domestic and international, has developed, the stockpiled iron ore fines at Bailadila are being reclaimed and utilised.

(b) No, Sir.

(c) Does not arise.

Direct Dialling System between Delhi and Ballabgarh

3172. SHRI AVATAR SINGH BHADANA: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to withdraw the direct dialling facility between

Delhi and Ballabgarh and propose to introduce S.T.D. facility there; and

(b) if so, the reasons thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) and (b). The Government fully appreciates the necessity to provide an efficient telecom network to link up large cities with peripheral areas to help decongestion of the cities. With a view to achieve this, it is proposed to provide direct dialling between such locations with a special tariff. Such a proposal is under consideration for Delhi-Ballabgarh calls also.

[English]

Transmission from PIJ Station, Gujarat

3173. DR. K.D. JESWANI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the transmission from PIJ AIR Station in Gujarat has been stopped for the last three months;

(b) if so, the reason therefor; and

(c) by when it is likely to be restarted?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (KUMARI GIRIJA VYAS): (a) and (b). All India Radio does not have a radio station in PIJ in Gujarat. However, the operation of the 1 kW TV transmitter at PIJ was stopped from November, 1991 since the area is well covered by the transmissions of Doordarshan Kendra, Ahmedabad and also because the continued operations of the PIJ transmitter were not cost effective.

(c) There is no proposal to restart the TV transmitter at PIJ.

[Translation]

Publication of speeches of Presidents and Prime Ministers

3174. SHRI VINAY KATIYAR: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) the names of the Presidents and Prime Ministers whose speeches delivered by them in official capacities have been published by the Government so far;

(b) the names of the persons having copyrights of the publications of such speeches and the reasons for which the Government is not having the copyrights for the some of the publications; and

(c) the names of the persons with the amount of royalty paid so far for the above publications?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (KUMARI GIRIJA VYAS):

(a) A statement showing the names of Presidents and Prime Ministers, whose speeches delivered in official capacity, have been published by the Publications Division of this Ministry is attached as Statement-I.

(b) The names of the persons having copyrights of the Publications in respect of speeches of Presidents and Prime Ministers and the reasons for which the Government is not having the copyrights of some of the Publications is in Statement-II.

(c) No royalty has been paid so far on any of the Volumes, covering speeches and writings of the Presidents and Prime Ministers, published by Publications Division.

STATEMENT

Statement showing the names of the

Presidents and Prime Ministers whose speeches have been published by the publications division

Presidents' Speeches:

1. Speeches of Dr. Rajendra Prasad
2. Speeches of Dr. S. Radhakrishnan
3. Speeches of Dr. Zakir Hussain
4. Speeches of Shri V.V. Giri
5. Speeches of Shri Fakhruddin Ali Ahmed
6. Speeches of Shri Sanjiva Reddy (Vol. I & II)
7. Speeches of Giani Zail Singh
8. Speeches of Shri R. Venkataraman (Vol. I)

Prime Ministers' Speeches :

1. India's Foreign Policy (Selected Speeches of Pt. Jawahar Lal Nehru)
2. Jawaharlal Nehru's Speeches (Vol. I to V)
3. Selected Speeches of Lal Bahadur Shastri
4. Selected Speeches of Morarji Desai
5. The years of Challenge (Selected Speeches of Smt. Indira Gandhi (Vol. I))
6. The years of Endeavour (Speeches of Smt. Indira Gandhi (Vol. II))

7. Indira Gandhi: Selected Speeches and Writings (Vol. III)
8. Indira Gandhi: Selected Speeches and Writings (Vol. IV)
9. Indira Gandhi: Selected Speeches and Writings (Vol. V)

10. Selected Speeches and Writings: Rajiv Gandhi (Vol. I to V)

Action has been taken to publish the speeches and writings of former Prime Ministers S/Shri Charan Singh, V.P. Singh and Chandrasekhar.

STATEMENT

(a) The Copyright of the speeches of all the Presidents and that of three former Prime Ministers viz. Pt. Jawaharlal Nehru, Late Lal Bahadur Shastri and Shri Morarji Desai vest with the Government. Regarding the Copyright of the published speeches of other Prime Ministers, the position is as under:-

<i>Name of the Book</i>	<i>Position in Respect of Copyright</i>
1. The Years of Challenge (Selected Speeches of Smt. Indira Gandhi (Vol. I)	Copyright vested with Smt. Indira Gandhi
2. The Years of Endeavours (Speeches of Smt. Indira Gandhi (Vol. II)	Copyright vested with Smt. Indira Gandhi
3. Indira Gandhi Selected Speeches and Writings (Vol. IV).	Copyright vested with Smt. Indira Gandhi
4. Indira Gandhi Selected Speeches and Writings Vol. IV	Copyright vests with Shri Rahul Gandhi
5. Indira Gandhi Selected Speeches and Writings Vol. V.	Copyright vests with Shri Rahul Gandhi
6. Selected Speeches and Writings Rajiv Gandhi Vol. I to V	Copyright vested with Shri Rajiv Gandhi

In the case of speeches and writings of late Smt. Indira Gandhi after examination of the legal aspects also, it was decided to accord Copyright to her. The practice was followed in the case of Late Rajiv Gandhi also. As regards Copyright of works mentioned at 4 and 5 above, the Copyright vests with Shri Rahul Gandhi as per the will of late Prime Minister Smt. Indira Gandhi.

Auction of Casting and Ingot by Bokaro Steel Plant

3175. SHRI UPENDRA NATH VERMA: Will the Minister of STEEL be pleased to state:

(a) the total production of castings and ingot by the Bokaro Steel Plant during the

period from 1980 to 1990 and during 1991, month-wise along with the amount spent in their manufacturing;

(b) whether the production of castings and ingots was declared as scrap and sold through auction in 1991;

(c) if so, the total quantity and amount received through auction of these items during 1991, month-wise; and

(d) the steps taken or proposed to be taken to check the unnecessary manufacturing of these items?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MCHAN DER): (a) The total production of steel castings and forging ingots of Bokaro

Steel Plant during the year 1980 to 1990 (year-wise) and during 1991 (month-wise) together with amount spent in the manufacturing thereof is given in the Statement below.

(b) and (c). A Tender notice was issued for sale of 554 M.T. of forgings of various types and 2400 m.t. of steel castings produced during the period 1975 to 1982. All the tenders received were rejected as the offers made were considered to be low.

(d) To check unnecessary manufacturing, it has been decided not to produce obsolete types of castings and to regulate production of forging ingots in such quantities and of such types only as per requirement.

STATEMENT

A. Total production of steel castings and forging ingots for BSL during the years 1980 to 1990 (yearwise) and the amount spent in the manufacture thereof.

Sl. No.	Year	Castings Tonnes	Amount Rs./lakhs	Forgings/ingots tonnes	Amount Rs./lakhs
1.	1980	1790.633	168.07	1224.700	157.07
2.	1981	2174.895	227.73	612.450	93.43
3.	1982	2432.421	240.25	646.800	90.53
4.	1983	2927.995	420.87	763.850	143.12
5.	1984	2740.191	527.27	835.250	199.28
6.	1985	2764.128	529.55	534.400	131.38
7.	1986	2963.201	511.18	406.190	92.15
8.	1987	3547.236	624.74	893.250	209.71
9.	1988	4313.630	770.85	921.450	216.36
10.	1989	5174.001	919.42	719.100	167.98
11.	1990	5110.282	890.72	1059.700	244.05

B. Production of steel casting and forging ingots during 1991 (month-wise) and amount spent in the manufacture thereof.

<i>Sl.No.</i>	<i>Month</i>	<i>Castings Tonnes</i>	<i>Amount Rs./Lakhs</i>	<i>Forgins/ Ingots Tonnes</i>	<i>Amount Rs./Lakhs</i>
1.	January	336.664	66.07	103.550	21.09
2.	February	443.467	75.52	97.150	18.85
3.	March	472.780	81.74	100.900	19.87
4.	April	402.510	104.69	80.500	22.89
5.	May	416.808	100.99	99.200	26.46
6.	June	404.117	90.04	99.950	24.91
7.	July	487.733	90.38	126.450	27.11
8.	August	442.445	95.88	117.000	29.90
9.	September	442.542	99.62	124.400	31.80
10.	October	577.624	112.41	108.450	24.37
11.	November	533.824	96.57	122.800	25.88
12.	December	591.855	120.68	93.300	21.73

[English]

SHRIMATI DIPIKA H.
TOPIWALA:**Study of Balco Captive Power Plant by
the N.T.P.C.**

3176. SHRI PARASRAM BHARDWAJ:
Will the Minister of POWER AND
NON-CONVENTIONAL ENERGY
SOURCES be pleased to state:

(a) whether the study experiments
conducted by the National Thermal Power
Corporation at Balco Captive Power Plant at
Korba, near Bilaspur in Madhya Pradesh
has yielded encouraging results; and

(b) if so, the details thereof?

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

(b) Experiments on the growth of the
water Hyacinth in the ash pond has been
found to result in reduction in pollution level
of the effluent water due to fibrous roots of
the plant acting as a filtering medium for the
suspended particles in the effluent water.
Experiments have shown reduction of sus-
pended particles, in some cases upto
40-50% in the discharged water. Other
indirect benefits have been seen as higher
rate of water evaporation and creation of
cool, humid and oxygen rich environment
around the ash pond, with possibility of bet-
ter afforestation in the pond, after it is aban-
doned.

**Lower rates for Small Scale Units for
T.V. Advertisements**

3177. SHRI CHETAN P.S.
CHAUHAN:
SHRIMATI MAHENDRA
KUMARI:
SHRIMATI RITA VERMA:

Will the Minister of INFORMATION AND
BROADCASTING be pleased to state:

(a) whether the Government proposed
to charge lower rates for advertisement on
television from small scale units;

(b) if so, the details thereof; and

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

THE DEPUTY MINISTER IN THE
MINISTRY OF INFORMATION AND
BROADCASTING (KUMAR GIRIJA VYAS):
(a) to (c). As per the Government's policy,
small scale industries are given the benefit of
15% discount in the advertisement rates if
they book their advertisements directly with
Doordarshan and not through advertising
agencies. It is also Doordarshan's policy to
give preferential bookings in favour of small
scale industries.

[Translation]

Modernisation of Bokaro Steel Plant

3178. SHRI BUDY KRISHNA HAN-
DIQUE: Will the Minister of STEEL be pleased
to state:

(a) whether the Government have final-
ised any Plan to modernise the Bokaro Steel
Plant;

(b) if so, the details thereof; and

(c) if not, the reasons for the delay?

THE MINISTER OF STATE OF THE
MINISTRY OF STEEL (SHRI SONTOSH
MOHAN DEB): (a) to (c). While the Govern-
ment has already accorded approval in prin-
ciple to the modernisation of Bokaro Steel

Plant, SAIL has proposed to implement the scheme in two phases. The proposal on the first phase which aims primarily at introducing continuous steel casting technology and facilities was considered in the Pre-PIB Meeting held on 12.7.91. In view of the changed politico-economic-commercial scenario in the erstwhile USSR, the proposal is being reviewed by SAIL. Government would take a view in this matter soon after receipt of SAIL's report.

Power Projects of Uttar Pradesh and Madhya Pradesh

3179. SHRI RAMKRISHANA KUSMARIA:

SHRI PRABHU DAYAL KATHERIA:

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

(a) the power projects to be set up in Uttar Pradesh and Madhya Pradesh during 1992-93; and

(b) if so, the details thereof, district-wise?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) and (b). Details are given below:-

<i>S. No.</i>	<i>Name of Project</i>	<i>District</i>	<i>Sector</i>	<i>Capacity (MW)</i>
<i>Uttar Pradesh</i>				
1.	Sobla H.E. Project Units 1 & 2	Pittoragarh	State	6
2.	Tanda Thermal Project Unit 4	Faizabad	State	110
3.	National Capital TPP Unit 3	Ghaziabad	Central	210
4.	Dadri CCGT Unit 3 & 4	Ghaziabad	Central	262
<i>Madhya Pradesh</i>				
1.	Birsinghpur Thermal Project Unit 1	Pala	State	210

[English]

Flights of Indian Airlines delayed/cancelled during December, 1991 and January, 1992

3180. SHRI E. AHAMED: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) the number of flights of Indian Air-

lines delayed/cancelled during the months of December, 1991 and January, 1992; and

(b) the number of such flights delayed/cancelled due to bad weather, technical snag and enemas leave by pilots respectively?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA): (a) While during the month of December, 1991, 2714 flights were delayed and

473 cancelled, during January, 1992, 2485 flights were delayed and 237 cancelled.

cancelled during December, 1991 and January, 1992 due to bad weather, technical snag and pilots reporting sick were as follows:

(b) The number of flights delayed/can-

		<i>December, 91</i>		<i>January, 92</i>	
		<i>Delayed</i>	<i>Cancelled</i>	<i>Delayed</i>	<i>Cancelled</i>
1.	Bad weather	301	85	328	102
2.	Technical snags	181	23	188	15
3.	Pilots reporting sick	—	94	—	—

[*Translation*]

Production cost of Steel in SAIL

3181. SHRI NITISH KUMAR: Will the Minister of STEEL be pleased to state:

(a) whether the production cost of steel by the Steel Authority of India Limited is more in comparison to Spain, Germany and other East European Countries;

(b) if so, the details thereof;

(c) whether the iron ore necessary for producing steel are extracted in abundance in the Country;

(d) if so, the reasons for increased production cost of steel in the country;

(e) whether the Government propose to reduce the administrative expenditure, maintenance expenditure, transportation expenditure etc. to reduce to production cost; and

(f) the existing expenditure per tonne thereof?

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEB): (a) and (b). As no authentic and comparable information on the cost of production of steel in other countries is available, it is not possible to compare the cost of production.

(c) Yes, Sir.

(d) Iron ore constitute only about 5% of the total cost of saleable steel in SAIL. Higher cost of production of steel in SAIL plants are by and large due to higher input costs, quality of raw materials, higher capital related charges, obsolete technology leading to higher maintenance and operational costs and higher incidence of taxes and levies.

(e) Various cost reduction measure are being taken in steel plants, on a continuous basis, for reducing costs, including those on administration, transportation and maintenance.

(f) The contributions of various cost elements towards total cost of production in SAIL plants is as follows:

<i>Cost element</i>	<i>Percentage of total cost (Approx)</i>
Administrative	3
Transport (Inward only)	9

Maintenance cost is included in various primary heads, such as salaries and wages, stores and spares, repairs and maintenance.

Telecast of Dramas by Madras Doordarshan

3182. SHRI KADAMBUR M.R. JANARTHANAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether Madras Doordarshan is showing least interest in telecasting Tamil Ancient Cultural dramas; and

(b) if so, the steps taken to telecast Tamil Ancient literature oriented Dramas?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (KUMARI GIRIJA VYAS):

(a) No, Sir.

(b) Does not arise.

Pending Applications for P.C.Os. and STD in Trans-Yamuna Area, Delhi

3183. SHRI B.L. SHARMA "PREM":
DR. LAXMINARAYAN PANDEYA:
SHRI PHOOLCHAND VERMA:

Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of applications pending for PCO's (Local) and STD in Trans-Yamuna

areas, Delhi;

(b) the reason for not disposing of these applications so far and by which time they are likely to be cleared; and

(c) the details of schemes of the Government for releasing local and STD and PCO's during 1992-93?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) Total number of applications pending for local PCOs in Trans-Yamuna is 121. As regards STD PCOs, advertisements have been issued calling for applications for allotment of PCOs. Last date for receipt of applications is 13th March 1992 after which these cases will be decided on their merit.

(b) All the 121 cases of local PCOs are recent (pending since 17.2.92) and will be cleared by 15th May, 1992.

(c) We have liberalised the allotment of Public Call Offices to be allotted to all those who volunteer subject to the guidelines laid by department and feasibility.

[English]

Power Generation through Wind Mills in Karnataka

3184. SHRI V. DHANANJAYA KUMAR: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Government are aware of the Potential for Power generation through wind Mills at Talacauvery in Kodagu District, in Karnataka;

(b) whether it is fact that the wind mills already set up there are not being operated; and

(c) if so, the steps proposed to be taken by the Government to make the wind Mills operative?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) to (c). Yes, Sir. Based on a study carried out by National Aeronautical Laboratory, Bangalore, a demonstration project for wind power generation was undertaken at Talacauvery in Kodagu district of Karnataka.

Efforts have been made to overcome the site-specific operational and grid problems. A task-force is being constituted to examine these problems and to suggest remedial measures to achieve satisfactory operation of the wind electric generators.

Mines/Metal Plants in States

3185. SHRIMATI MAHENDRA KUAMRI:
SHRI BALRAJ PASSI:
SHRIMATI RITA VERMA:
SHRI ANNA JOSHI:

Will the Minister of MINES be pleased to state:

(a) the details of mines in Gujarat, Rajasthan, Andhra Pradesh, Uttar Pradesh,

Bihar and Maharashtra and the number of metal plants already set up there;

(b) whether the Union Government propose to expand these plants; and

(c) if so, the time bound programme thereof?

THE MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI BALRAM SINGH YADAV): (a) The details of mines in the State of Gujarat, Rajasthan, Andhra Pradesh, Uttar Pradesh, Bihar and Maharashtra and the number of minerals based metal plants set up in these States are given in Statements I & II respectively.

(b) and (c). These plants have been set up by private sector entrepreneurs as well as Union and State Government companies. Some of these have plans for expansion of existing units as well as setting up of new units. The new steel plant at Vishakapatnam, which has recently gone into production, will have a final capacity of three million TPY. In Bihar the State Government company BSIDC are setting up a sponge iron unit at Chandil with a capacity of 1.5 lakh tonnes TPY. In Gujarat the new sponge iron plant of ESSAR Gujarat has gone into production. It will have a final capacity of eight lakh TPY. In Maharashtra a new copper wire rod plant of HCL with a capacity of 60000 TPY has commenced production. One sponge iron plant of 1.5 lakh TPY in private sector has also gone into production. Another sponge iron plant with six lakh TPY is under construction. In Rajasthan HZL has constructed a new Lead-Zinc smelter at Chanderiya with a capacity of 70,000 TPY Zinc metal and 35,000 TPY Lead metal. The Aluminium plant of HINDALCO in Uttar Pradesh has been expanded to 1.5 lakh TPY capacity.

STATEMENT-I

(Figure for 1990-91 (Provisional))

Minerals	1	2	3	4	5	6	7
	Gujarat	Rajasthan	Andhra Pradesh	Uttar Pradesh	Bihar	Maharashtra	
1. Bauxite	94	-	-	-	-	34	4
2. Manganese	-	-	16	-	-	5	11
3. Agate	5	9	-	-	-	-	-
4. Ball Clay	1	47	10	-	-	-	-
5. Calcite	1	-	-	-	-	-	-
6. Chalk	73	1	-	-	-	-	-
7. Clay (Others)	2	-	10	-	-	-	-
8. Dolomite	44	5	3	3	2	4	4
9. Felspar	1	83	12	-	7	-	-
10. Fireclay	61	26	11	-	28	2	2
11. Fluorite (Graded)	1	8	-	-	-	-	1
12. Fluorite Conc.	-	-	-	-	-	-	-

(Figures for 1990-91 (Provisional))

Minerals	1	2	3	4	5	6	7
	Gujarat	Rajasthan	Andhra Pradesh	Uttar Pradesh	Bihar	Maharashtra	
13. Graphite	-	-	5	-	1	-	-
14. Gypsum	4	30	-	1	-	-	-
15. Kaolin	39	41	19	-	20	5	5
16. Limestone	160	32	83	8	23	23	23
17. Calcareous	13	-	-	-	-	-	-
18. Ochre	4	11	9	-	1	2	2
19. Quartz	4	110	53	-	79	4	4
20. Silica Sand	45	60	18	35	3	34	34
21. Steatite	2	166	22	7	3	-	-
22. Vermiculite	1	1	6	-	-	-	-
23. Perlite	1	-	-	-	-	-	-
24. Diatomite	4	-	-	-	-	-	-
25. Laterite	2	2	9	-	-	2	2

(Figures for 1990-91 Provisional)

<i>Minerals</i>	<i>Gujarat</i>	<i>Rajasthan</i>	<i>Andhra Pradesh</i>	<i>Uttar Pradesh</i>	<i>Bihar</i>	<i>Maharashtra</i>
1	2	3	4	5	6	7
26. Chromite	-	-	1	-	-	-
27. Iron Ore	-	11	21	-	31	10
28. Corundum	-	1	7	-	-	4
29. Diaspore	-	-	-	7	-	-
30. Kyanite	-	1	-	-	4	8
31. Silkmanite	-	-	-	-	-	2
32. Pyrophyllite	-	9	-	9	-	1
33. Sand (Others)	-	-	6	-	-	8
34. Shale	-	-	5	-	-	1
35. Copper Ore	-	4	1	-	5	-
36. Gold	-	-	2	-	-	-
37. Lead (Ore)	-	4	1	-	-	-
38. Silver	-	-	-	-	-	-

(Figures for 1990-91 Provisional)

Minerals	1	2	3	4	5	6	7
		Gujarat	Rajasthan	Andhra Pradesh	Uttar Pradesh	Bihar	Maharashtra
39. Apatite		-	-	1	-	-	-
40. Asbestose		-	16	11	-	-	-
41. Barytes		-	11	26	-	-	-
42. Calcite		-	12	3	-	-	-
43. Granite (Abrasive)		-	7	5	-	-	-
44. Lime Kankar		-	-	11	-	-	-
45. Lime Shall		-	-	4	-	-	-
46. Mica Waste		-	34	48	-	53	-
47. Mica Waste and Craps		-	-	-	-	-	-
48. Fuch. Quarzefete		-	-	1	-	-	-
49. Slate		-	-	5	-	-	-
50. Pyrites		-	1	-	-	1	-

(Figures for 1990-91 Provisional)

Minerals	1	2	3	4	5	6	7
		Gujarat	Rajasthan	Andhra Pradesh	Uttar Pradesh	Bihar	Maharashtra
51. Quartzite		-	7	-	4	-	-
52. Tusgaten Conc.		-	2	-	-	-	-
53. Zino Conc.		-	-	-	-	-	-
54. Phosphorite		-	7	-	4	-	-
55. Garnite (Cem)		-	-	-	-	-	-
56. Jasper		-	24	-	-	-	-
57. Magnesite		-	-	-	4	-	-
58. Wollastonite		-	2	-	-	-	-
59. Sulphur		-	-	-	-	-	-

STATEMENT-I*Mineral based Metal plants and their capacity*

<i>S.No.</i>	<i>Industry</i>	<i>No. of Units</i>	<i>Installed Capacity (tpy)</i>
1.	ANDHRA PRADESH		
	Ferro-Manganese	1	45,000
	Lead ingot	1	22,000
	Zinc ingot		30,000
	Ferro-Silicon & other		
	Ferro-alloys	3	47,500
	Sponge iron	1	60,000
2.	BIHAR:		
	Alumina	1	75,000
	Copper (bilister)	1	16,500
	Lead	1	8,000
	Steel ingots	2	5.49 million
3.	GUJARAT:		
	Ferro-alloys	1	300

S.No. Industry	No. of Units	Installed Capacity (tpy)
4. MAHARASHTRA:		
Electrolytic manganese dioxide	2	2,500 + 700
Alloy steel	2	81,000
Ferro-manganese	4	206,000
Silic-manganese	1	15,000
5. RAJASTHAN:		
Copper smelter	1	31,000
Zinc smelter	1	49,000
(with 250 tonnes of cadmium metal & 6.8 tonnes of silver)		
6. UTTAR PRADESH:		
Aluminium metal	1	120,000
Ferro alloys	1	300

[*Translation*]

Irrigation Projects of U.P.

3186. SHRI LAKSHMI NARAIN MANI
TRIPATHI:
SHIR RAM PAL SINGH:
SHIR RAJVEER SINGH:
SHRI RAM SAGAR:

Will the Minister of WATER RESOURCES be pleased to state:

(a) the number of irrigation projects of Uttar Pradesh pending with the Union Government for approval and since when;

(b) the reasons for delay;

(c) the details of ongoing major and small irrigation projects in the State;

(d) the present position of the construction work of these projects and the time by which these would be completed;

(e) whether some of these projects are being provided special central assistance; and

(f) if so, the details thereof?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) to (f). A statement is attached.

STATEMENT

A. Status of Appraisal of major AMD Medium Irrigation Projects of Utter Pradesh

(Cost in rs. lakhs/Benefits in thousand hectares)

Sl. No.	Name of the Project	Estimated Cost	Expenditure incurred upto 3/9	Benefits	Date of receipt	Status of appraisal
MAJOR PROJECTS						
1.	Bewar Feeder Projects	2537.00	2384.00	9.80	9/88	Considered by the Z Advisory Committee in 1/90. The State Government is required to finalise water availability, design flood, water requirement and working tables.
2.	Rajghat Canal Project	7828.25	3837.00	109.05	9/81	Comments on basic aspects like Irrigation Planning, Canal design, conjunctive use and cost estimate sent to State Government for compliance.
3.	Bansagar Canal Project	19027.00	591.00	150.132	6/89	Considered by the Advisory Committee in 7/90. The State Government is required to obtain clearance from Ministry of Environment and Forest and concurrence of Government of Bihar.

(Cost in rs. lakhs/Benefits in thousand hectares)

<i>Sl. No.</i>	<i>Name of the Project</i>	<i>Estimated Cost</i>	<i>Expenditure incurred upto 3/9</i>	<i>Benefits</i>	<i>Date of receipt</i>	<i>Status of appraisal</i>
4.	Uttar Pradesh Composite Irrigation Project (Modernisation of Upper Ganga Canal)	46776.00	21913.00	36.7	3/91	Considered by the Technical Advisory Committee in 9/90 Updated estimated of the project received in 3/91 was accepted by the Committee in 12/91.
5.	Gyanpur Pump Canal	11051.00	5299.00	65.41	4/89	Accepted by the Advisory Committee in 3/91. The State Government is required to submit concurrence of State Finance Department for latest estimated cost.
6.	Maudaha Dam Project	6682.00	579.00	27.700	3/90	The State Government is required to comply with the observations on irrigation aspects, cost estimates and environmental issues.
7.	Raising Meja Dam	4032.00	3766.00	47.96	11/90	Accepted by the Advisory Committee in 3/86 with certain observations. Compliance of State Government in the form of updated report received in November, 1990. The State Government is required to comply observations on irrigation and financial aspects.

(Cost in rs. lakhs/Benefits in thousand hectares)

Sl. No.	Name of the Project	Estimated Cost	Expenditure incurred upto 3/9	Benefits	Date of receipt	Status of appraisal
8.	Hindon Krishin Doab	1644.15	316.00	8.50	4/36	The State Government is required to send compliance to the observations of Central Water Commission on Irrigation Planning, financial and cost aspects and conjunctive use of surface and ground water.
MEDIUM PROJECTS:						
1.	Pathrai Dam Project	1254.00	337.00	2.80	12.90	Techno economic appraisal completed Advisory Committee accepted the proposal in 12/91.

B. Status of on-going Major and Medium irrigation Projects of Uttar Pradesh

Sl. No.	Name of Project	Date of commencement (Year)	Approved Estimated Cost	Schedule of completion (Plan)	Latest estimated cost as per 92-93 Annual Plan document	Expenditure upto March, 91,	(Rs. in Crores)	
							Outlay for 1991-92	
1	2	3	4	5	6	7	8	8
WORLD BANK ASSISTED PROJECT								
1.	Modernisation of Upper Ganga Canal (1st time slice)	VI	249.77	IX	510.00	218.67	76.00	
MULTIPURPOSEE PROJECTS								
1.	Tabri Dam	IV	197.92	IX	311.81	155.97	0.05	
2.	Lakhwar Vyasi Dam. Irrigation Department here	V	140.97	IX	319.00	109.82	30.00	
OTHER PROJECTS								
3.	Gandak Project	III	50.38	VIII	158.77	6.00		
4.	Sasida Sanayak	III	199.97	VIII	1064.00	708.30	42.50	
5.	Machya P Ganga Canal	V	66.01	VIII	408.06	260.24	27.00	
6.	Saryu Nahar Parly Oija	V	78.68	Spillover to IX	1256.00	317.90	40.00	

(Rs. in Crores)

Sl. No.	Name of Project	Date of commencement (Plan)	3	4	5	6	7	8
			Approved Estimated Cost	Schedule of completion (Plan)	Latest estimated cost as per 92-93 Annual Plan document	Expenditure upto March, 91,	Outlay for 1991-92	
7.	Eastern Ganga Canal	V	48.46	VIII	266.50	133.79	20.00	
8.	Remodelling of Bhim Goda Barrage	V	17.45	VIII	35.96	33.89	0.52	
9.	Rajghat Dam	V	61.60	VIII	106.83	97.80	6.00	
10.	Rajghat Canal	V	20.00	spill over	126.44	35.36	10.00	
11.	Jamrani Dam	V	61.25	do	194.00	18.53	8.00	
12.	Bansagar Dam Uttar Pradesh share	V	22.82	VIII	112.00	50.20	85.00	
13.	Increasing capacity of Narainpur Pump Canal	V	9.96	VIII	54.59	40.34	6.25	
14.	Unnil Dam	V	8.56	VIII	26.03	18.60	4.00	
15.	Sone Pump Canal	V	5.67	VIII	72.55	38.29	1.12	

(Rs. in Crores)

Sl. No.	Name of Project	Date of commencement (Plan)	Approved Estimated Cost	Schedule of completion (Plan)	Latest estimated cost as per 92-93 Annual Plan document	Expenditure upto March, 91,	Outlay for 1991-92
1	2	3	4	5	6	7	8
16.	Maudha Dam	V	26.75	VIII	76.21	50.80	13.50
17.	Bewar Feeder	78-79	17.48	VIII	29.74	23.20	3.50
18.	Raising Meja Dam	V	15.00	VIII	45.02	36.62	—
19.	Kanhar Irrigation	V	55.80	spill over to IX	150.21	33.50	0.50
20.	Increasing capacity Pump Canal	V	15.53	VIII	39.90	30.80	7.47
21.	Gyanpur Pump Canal	76-77	17.86	VIII	111.89	52.59	8.00
22.	Chambal Lift Scheme	78-79	13.86	VIII	47.00	14.90	6.00
23.	Providing Paddy Channel	78-79	5.65	VIII	26.39	2.58	0.50
MEDIUM SCHEMES							
1.	Remodelling of Ken Canal	69-70	0.48	VIII	4.78	3.00	00.25

(Rs. in Crores)

Sl. No.	Name of Project	Date of commencement (Plan)	Approved Estimated Cost	Schedule of completion (Plan)	Latest estimated cost as per 92-93 Annual Plan document	Expenditure upto March, 91,	Outlay for 1991-92
1	2	3	4	5	6	7	8
2.	Chittourgarh Reservoir	V	1.05	VIII	33.73	19.31	3.96
3.	Gumtanala Dam	V	1.85	VIII	17.39	7.19	2.50
4.	Revised Tons Pump Canal	V	1.75	VIII	25.73	15.96	2.00
5.	Revised Kiwana Pump Canal	V	9.80	VIII	17.28	14.52	1.50

NOTE: None of the above projects is receiving special Central Assistance.

[English]

Telephone Connections in Madras

3187. SHRI ERA ANBARASU: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the total number of applicants for telephone connections in various categories in Madras city, till date; and

(b) the steps taken by the Government to provide their telephone connections?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) Waiting list as on 31.1.1992.

(i)	OYT	10618
(ii)	Non-OYT Special	3999
(iii)	Non-OYT General	77228
Total		91845

(b) For 1991-92 a target of 8900 new connections was kept which will be achieved. As per draft 8th Plan proposals, expansion programmes are being drawn with an objective to contain the waiting period for telephone connections to two years in large telephone systems by the end of the 8th Plan.

Accordingly expansion programmes are being drawn to provide telephone connections to persons in waiting list in Madras progressively during 8th Five Year Plan period.

Processing Project in Andhra Pradesh

3188. DR. VISWANATHAM KANITHI: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government have approved a Joint Food Processing Project in the coastal districts of Andhra Pradesh and if so, the details thereof;

(b) whether any Japanese Company has shown interest in setting up such industries in the country;

(c) the details of export oriented food processing industries in Andhra Pradesh;

(d) the incentives being given to start these industries; and

(e) the details of Food Processing Industries at present in the State?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI GIRIDHAR GOMANGO):

(a) A proposal regarding setting up of an on-shore fish processing and shrimp feed mill project with Australian aid to be set up in Vishakhapatnam has been approved. The project envisages setting up an on-shore fish processing plant at Vishakhapatnam, a shrimp feed mill based in Southern region of Andhra Pradesh and a cold storage/retail outlet based at Hyderabad linked with a cold chain to the fish processing plant. The cost of the project is estimated at Australian \$ 10.7 million (Rs. 161 million) of which the Australian aid portion is approx. Australian 5.7 million or 53%. The identified project implementation organisation is the Marine Products Export Development Authority.

(b) Yes, Sir.

(c) As per the information available with this Ministry 6 LOIs have so far been issued since 1989 for setting up 100% EOUs for fruit & vegetable processing in Andhra Pradesh.

(d) Under the 100% EOU scheme several incentives like duty free import of capital goods, nil excise duty and concessions in

State levies like electricity, sales tax/octroi etc. are provided to these industries. Besides as per the new industrial policy, most food processing industries have been placed in the high priority list; automatic approvals for foreign collaborations upto 51% of foreign equity and the proceeds for foreign technology agreement has also been streamlined.

(e) Information about all food processing industries are not maintained centrally. However there are 201 fruit and vegetable processing units and 64 sweetened aerated water units registered under FPO. In addition there are 26 fish processing units, 21744 rice mills and 56 roller flour mills in Andhra Pradesh.

Workers Participation in Management of Indian Airlines and Air India

3189. SHRI SUDHIR GIRI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Government have decided to implement the proposal for workers participation in the management of the Indian Airlines and the Air India; and

(b) if so, the modalities being followed in the implementation of the proposal?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) There is no proposal to nominate workers representatives on the Boards of Directors of Air India/Indian Airlines at present.

(b) Does not arise.

Scheme to Expand Terminal Facilities at Airports

3190. PROF. ASHOK ANANDRAO DESHMUKH: Will the Minister of CIVIL

AVIATION AND TOURISM be pleased to state:

(a) whether the Government propose to expand terminal facilities and other infrastructure at various Airports to meet the growing demands of passengers and cargo traffic;

(b) if so, the amount allocated for the purpose; and

(c) the details of the airports which are likely to be upgraded during the next year?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b). Expansion of terminal and other infrastructural facilities at all the airports is a continuing process and is taken up in a phased manner, depending upon the requirements projected by the operators (Airlines) as well as availability of resources.

National Airports Authority has proposed an outlay of Rs. 142 crores and International Airports Authority of India has proposed Rs. 731.00 crores during the 8th Five Year Plan 1992-97. Separate provision is likely to be made for modernisation of Air Traffic System for Delhi and Bombay airports.

(c) The proposed plan for upgradation of airports by National Airports Authority and International Airports Authority of India during next year is given below:

National Airports Authority:

- (i) During 1992-93, runway repairs at Indore and Jaipur would be completed.
- (ii) Completion of Salam Airport.
- (iii) Development and completion of a linked traffic extension track and expansion of apron at Cochin.

There is a proposal for nominating twelve airports as model airports, viz. Jaipur, Lucknow, Nagpur, Indore, Baroda, Hyderabad, Coimbatore, Calicut, Patna, Bhubaneswar, Guwahati and Imphal. At these airports, wherever required, the facilities in respect of runway extension, terminal facilities, radio navigational facilities would be enhanced and improved. This task will begin in 1992-93 and is likely to be completed by September, 1994.

International Airports Authority of India:

- (i) Expansion and modification of existing domestic terminal complex, Bombay, Phase-I.
- (ii) New Terminal Complex, Calcutta Phase-I.
- (iii) New National Passenger Terminal Complex (Phase-I), Delhi.
- (iv) New International Terminal Complex (Phase-III), Bombay.
- (v) New Domestic Terminal Complex Phase-II.
- (vi) New National Terminal Complex (Phase-II), Madras.

Ocean Thermal Energy Conversion Scheme

3191. SHRI S.M. LALJAN BASHA: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the various steps taken under Ocean Thermal energy conversion schemes taken up in the country; and

(b) the progress made in setting up of 5 to 8 MW Pilot OTEC plant in Andamans?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) A techno-economic feasibility for setting up a 1 MWe Ocean Thermal Energy Conversion (OTEC) was carried out by the Department of Non-Conventional Energy Sources at Kavaratti in Lakshadweep Islands. This study revealed two major constraints viz. high capital cost for small sized OTEC Plant and inadequate availability of land. In view of the poor techno-economic feasibility, this experimental project was not taken up.

(b) It is proposed to conduct a techno-economic feasibility study for development of 5-8 MW OTEC pilot plant in Andamans subject to availability of funds during the Eighth Plan.

Supply of Power by NTPC to Kerala

3192. SHRI P. C. CHACKO: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the quantity of power supplied by the National Thermal Power Corporation to Kerala during the current financial year;

(b) whether the Government propose to increase the quota as requested by the Government of Kerala;

(c) the quantum of power allocated from the Central pool to Kerala during the current year;

(d) whether the NTPC propose to take steps to allot the backlog of power to the State; and

(e) if so, the details thereof?

THE MINISTER OF STATE OF THE

MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY (SHRI KALP NATH RAI): (a) and (b). The allocation of power from Central Sector projects is made as per Central formula for allocation of power from Central Thermal Power Stations. During the current financial year from April, 1991 to January, 1992, the question of energy supplied from Ramagundam Sour Thermal Power Station of National Thermal Power Corporation (NTPC) to Kerala is 1031.7 Million Units against its entitlement of 953.5 Million Units.

(c) The entitlement vis-a-vis actual drawl by Kerala from the Central Sector i. e. Ramagundam Super Thermal Power Station, Kalpakam and Neyveli-II Thermal Power Station during April, 1991 to February, 1992 are as follows:

<i>Entitlement</i> (In Million Units)	<i>Actual draws</i> (In Million Units)
1824.4	1737.7

(d) and (e). Power supply to the beneficiary states is regulated not by NTPC but by the Regional Electricity Board depending on the demand and availability of power in the grid and other system constraints. There is no system for allocation of additional power for clearing back-log.

Prices of Newspapers

3193. SHRI R. DHANUSKODI ATHITHAN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state the measures the Government propose to take to curb the steep rise in prices of newspapers in the country?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (KUMARI GIRIJA VYAS): The prices of newspaper are fixed by the

concerned publishers. The Government do not interfere in such matter.

Utilisation of Monsoon Rivers Water for Rajasthan

3194. SHRIMATI VASUNDHARA RAJE: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether there is any scheme for the utilisation of the dater of the monsoon rivers for drought prone districts of Rajasthan;

(b) if so, the details thereof;

(c) the time by which the water of the Indira Gandhi Canal (Rajasthan Canal) is expected to be available; and

(d) the efforts made for the completion of the Canal?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) and (b). National Water Development Agency has, under the National Perspective of Water Resources Development, recently taken up a broad based study of the Himalayan Rivers Development Component which inter-alia envisages diversion of surplus monsoon water from River Ganga and its estern tributaries to the water short areas of Rajasthan also. Their report is expected to be available by the end of the 8th Plan

(c) Water has been made available from Indira Gandhi Nahar System since 1961-62. The Stage-I of the project having irrigation potential of 5.76 lakh ha. has already been completed and almost full potential utilised. Work on Stage-II of the project is in progress and an irrigation potential of 1.86 lakh ha. has been created by March, 1991. Actual irrigation achieved during 1991-92 is 0.4 lakh ha. The State Government have informed that the completion of the Stage-II

having irrigation potential of 8.1 lakh ha. is likely to extend to the 10th Plan.

extended from time to time for canal and area development works as under:-

(d) Liberal Central assistance has been

Durino	1990-91 VII plan	1991-92 (Rs. crores)	
I. For water courses under Centrally sponsored schemes for Command Area Development	45.60	19.99	9.64
II. For Canal works			
(a) Advance plan assistance	45.00	—	—
(b) Drought Relief assistance	20.00	—	—
(c) Border Area Development Grant	60.70	28.60	27.80
Total for canal works	125.70	28.60	27.80

Chambal Commander Are Development Phase-II

3195. SHRIMATI VASUNDHARA RAJE: Will the Minister of WATER RESOURCES be pleased to state:

(a) the estimated cost of the Chambal Command Area Development Phase-II projects;

(b) whether the cost has been revised;

(c) if so, the reasons thereof;

(d) when the cost is likely to be revised;

(e) the amount sanctioned by the Union Government for this projects so far; and

(f) the details of progress made in the implementation of that project?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA). (a) to (d). The estimated cost of the Chambal Command Area Development

Phase-II project, as per 1987 estimate was Rs. 51.90 crores. Government of Rajasthan has recently submitted a revised cost estimate for Rs. 89.57 crore in March, 1992. The revision was required because of the escalation in the rates of various items. The revised estimate is based on 1990-91 rates.

(e) No amount has been sanctioned so far for Chambal Command Area Development Phase-II.

(f) The projects is not yet taken up for implementation.

Scarcily of Tourismrelated Equipment

3196. SHRIMATI VASUNDHARA RAJE: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether there has been a severe scarcity of tourism related equipments in the country; and

(b) if so, the steps Government propose to take to ensure the availability of these

equipments in the country?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRIMADHAV RAO SCINDIA): (a) and (b) Tourism related equipment is generally available in the country. However, to meet certain specialised needs, import of equipment is allowed in accordance with policy in this regard.

Regional Steel Consumer Councils

3197. SHRIMATI VASUNDHARA RAJE: Will the Minister of STEEL be please to state:

(a) the number and places whether Regional Steel Consumer Councils have been set up and have started functioning;

(b) whether there is any proposal to set up more such councils in every State capital; and

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

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) No Regional Steel Consumer Councils have been set up by the Government of India.

(b) No, Sir.

(c) Does not arise.

[*Translation*]

Post and Telegraph Offices in Rural Area

3198. SHRI NAWAL KISHORE RAI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of post and telegraph offices to be opened in rural areas of the

country during the Eighth Five Year Plan; and

(b) the criteria laid down for opening new post and telegraph office in rural areas?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) Expansion of postal network in the rural areas of the country is envisaged during the Eighth Five Year plan. It is, however, not feasible to give details in this regard as the Eighth Plan has not been finalised.

As regards the telegraph office, the plan proposal envisages provision of telegraph facility at about 21200 places in rural areas of the country depending upon the feasibility during the Eighth Five Year Plan.

(b) The criteria laid down by the Department for opening of new post offices in rural areas are given in attached statement.

Presently, telegraph facility in rural areas is provided on phonocom basis using long distance public telephones depending upon the demand and feasibility.

STATEMENT

Criteria/Norms fixed for opening new post offices in rural areas. (effective from 1-4-91)

The followed normal for opening branch post offices effective from 1-4-1991 have been adopted.

(i) *Population:-*

(a) *In rural areas: 3000 population in a group of villages (including the PPO villages)*

(b) *In the hilly, tribal desert and Inaccessible area: 500 population in*

an individual village or 1000 population in a group of villages.

(II) *Distance*:-

(a) *In normal areas*:- The minimum distance from the nearest existing post offices will be 3kms.

(b) *In hilly, tribal desert and Inaccessible areas*: The distance limit will be the same as above except that in hilly areas, the minimum distance limit can be relaxed by the Directorate in cases where such relaxation is warranted by special circumstances which should be clearly explained while submitting a proposal.

(iii) *Anticipated income*:-

(a) *In normal areas*:- The anticipated minimum revenue will be 33 1/3% of Est.

(b) *In hilly, tribal, desert and Inaccessible areas*: The minimum anticipated income will be 15% of the cost.

[English]

Hydro Electric Projects

3199. SHRI S. B. SIDNAL: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the power potential capacity of Sharda river basin;

(b) the details of the Tanakpur project in the Sharda river basin; and

(c) the details of Dhauli-Ganga hydro electric project in pithoragarh district of Uttar

Pradesh?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) As per the studies carried out in the Central Electricity Authority, the hydro-electric potential of the Sharda river has been estimated as 3008 MW at 60% load factor.

(b) Tanakpur Hydro-electric Project in Nainital District of Uttar Pradesh is a run-of-the-river scheme on river Sharda with a generating capacity of 120 MW. The project is expected to generate 460 MUs of electricity in a 90% dependable year. The project is likely to be commissioned in March, 1992.

(c) Dhauli-ganga Hydro-electric Project, Stage-I, in Pithoragarh District of U. P. is a run-of-the-river scheme with a generating capacity of 280 MW. The project is expected to generate 1134 MUs of electricity in a 90% dependable year. It is likely to be commissioned in Sept' 1998.

Acquisition of Modern Equipments by Bangalore Airport

3200. SHRI S. B. SIDNAL: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Bangalore airport has been equipped with modern equipments especially with Non-directional beacon, very high Frequency Directional range. Instrument Landing System and Distance Measuring Equipment;

(b) if not, the reasons therefor;

(c) whether there is any plan for expansion of Airports in Karnataka; and

(d) if so, the details thereof, airport-wise?

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

(b) Does not arise.

(c) and (d). Presently there are no plans.

Expansion of Belgaum Airport

3201. SHRI S. B. SIDNAL: Will the minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether there is any proposal for the expansion of the Belgaum Airport:

(b) if so, the details thereof and when it is likely to be extended; and

(c) if not, the reasons thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRIMADHAV RAO SCINDIA): (a) to (c). No, Sir. The airport is fit for the operation of Avro type of aircraft commensurate with its traffic potential.

Expansion of Madras Airport Runway

3202. SHRI S. B. SIDNAL: Will the Minister of CIVIL AVIATION AND TOURISM be please to state:

(a) whether the International Airport Authority of India has proposed to extend the length of Madras Airport runway to attract international airlines;

(b) if so, the present length of the runway; and

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

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRIMADHAV RAO SCIN-

DIA): (a) Yes, Sir.

(b) The present length of the runway is 3063 metres (10050 feet).

(c) The runway is being extended by 595 metres to enable unrestricted operation of B.747-400 type of aircraft.

Telecast of Proceedings of State Legislatures

3203. SHRI DHARMABHIKSHAM: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether proposals have been received for telecast the proceedings of State Legislatures on Lines of Parliament; and

(b) if so, the details thereto?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (KUMARI GIRIJA VYAS): (a) and (b). Yes, Sir. Request for telecasting the proceedings of some State Legislatures viz. Karnataka, Kerala, Uttar Pradesh and Maharashtra have been received.

[*Translation*]

Post Office in Gazipur District in Uttar Pradesh

3204. SHRI VISHWANATH SHASTRI: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to open new post offices in the rural areas of Gazipur district of Uttar Pradesh;

(b) if so, the details thereof; and

(c) the total number of post offices likely to be opened in the district during 1992?

THE DEPUTY MINISTER FOR COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) Yes, Sir.

(b) and (c). Sanction has already been issued for opening 12 Extra Departmental Branch Post Offices in Gazipur District. The details are given in the enclosed statement.

STATEMENT

Names of places in district Gazipur of Uttar Pradesh for which sanction has been issued for opening of 12 extra department branch post offices.

1. Khanshari
2. Bharsar
3. Deoria
4. Vashu Chak
5. Ameda
6. Akranpur Banjaripur
7. Semure
8. Sabbalpur Kalan
9. Nasirpur
10. Asaon
11. Meerpur
12. Atraon

Kutir Jyoti Yojana in Bihar

3205. SHRI CHHEDI PASWAN: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether the Government have started "Kutir Jyoti" scheme in Bihar;

(b) if so, the amount allocated by the Union Government to the State Electricity Board for the implementation of this scheme through "Rural Electrification Corporation Limited".

(c) whether the Government propose to give any concession to the beneficiaries under this scheme especially to Scheduled Castes and Scheduled Tribes; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) to (d). With a view to provided single-point light connections to the households of rural families below the poverty line, including Harijans and Adivasis, a welfare programme known as 'Kutir Jyoti' was initiated by the Government in 1988-89, all over the country, including Bihar. Under the scheme, which was financed from Central grants during 1988-89 and 1989-90, the task of identifying the beneficiaries was vested with the State Government concerned. The Rural Electrification Corporation allocation in all, Rs. 419.933 lakhs to the Bihar State Electricity Board under the programme, for releasing 1,99,605 single point light connections. According to the available information, the State Electricity Board has released 1,67,886 connections.

The scheme was not continued after 31.3.1991.

[English]

Post Offices in the Country

3206. SHRI BHAGWAN SHANKAR RAWAT: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the number of post offices functioning in the country at present and the average area and population covered by a post office;

(b) whether any schemes have been formulated by the Government for expansion and modernisation of postal services; and

(c) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) There are, as on 1.4.91, a total of 148719 post offices functioning in the country. The all-India average with regard to population served per post office and the average area served by a post office, as on 1.4.91, works out to 4607 and 22.10 Sq. Kms. respectively.

(b) and (c). Yes Sir, postal network has been progressively undergoing both expansion and modernisation under the plan programmes. During the current year as on 13.3.92, 998 post offices have been sanctioned. The following measures are envisaged for modernisation of postal infrastructure so as to improve postal services:—

Introduction of mechanised sorting equipment in selected offices, installation of micro-processor based multi-purpose counter machines use of satellite communication for transmission of money orders; and gradual computerisation of postal savings bank and postal life insurance operations.

Excess Billing of Telephones in Cities

3207. SHRI BHAGWAN SHANKAR RAWAT: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government are aware of the complaints of excess billing in several cities including those having services of advanced electronic system; and

(b) the steps taken or proposed to be taken to check the pilferage of telephone calls scope of excess billing and taping of telephones?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) Yes, Sir.

(b) Steps taken to check the pilferage of telephone calls are phasing out of old telephone exchanges, provision of Dynamic STD control facility to the customers from Electronic Telephone exchange to lock or unlock their STD/ISD facility alongwith supply of STD/ISD details, provision of detailed billing to the customers in non-digital exchange through Automatic Message Accounting (AMA) equipment, continuous monitoring of exchange equipment including metering circuit and external plant, computerisation of telephone billing and precautions against unauthorised use.

As regards tapping of telephones, the Department of Telecommunications do not tap the telephonic conversation of subscribers, but only provide technical facilities as and when required by the authorised officers.

Production of Gold

3208. SHRI BHAGWAN SHANKAR RAWAT:
SHRIMATI MAHENDRA KUMAR:
SHRIMATI RITA VERMA:

Will the Minister of MINES be pleased to state:

(a) the production of gold during 1991;

(b) the steps taken by the Government during the year to increase the production of gold; and

(c) the results thereof?

THE MINISTER OF STATE IN THE MINISTRY OF MINES (SHRIBALRAMSING YADAV): (a) The indigenous production of gold in the country is anticipated to be 1970 Kgs during 1991-92.

(b) and (c). As the known gold deposits in the country are generally small and of low grade and hence not amenable to economic exploitation, it has not been possible to increase gold production during the year.

T. V. Programme Production Centre at Pune, Maharashtra

3209. SHRI ANNA JOSHI: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether there is a growing demand for a separate T. V. programme Production Centre Pune, in Maharashtra;

(b) whether the Government has purchased land and allotted machinery for this purpose; and

(c) the details of the plans for setting up of such a centre there?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (KUMARI GIRIJA VYAS): (a) Government is aware of the demand for setting up of a Studio Centre at Pune, in Maharashtra.

(b) and (c). The scheme "Setting-up of studio Centre in Cultural Centres" under which TV Studio Centre proposed to be established at Pune was reviewed recently in the wake of resource constraint and views expressed by Doordarshan for not expanding TV Studio facilities in the country for the present. It has accordingly been decided not to pursue the project at Pune along with

similar projects at Ranchi and Madurai. Whereas no land could be procured at Pune for the purpose, part of the equipment procured for the projects is envisaged to be suitably utilised in Doordarshan Network.

Revamping A1 and 1A

3210. SHRI SANAT KUMAR
MANDAL:
SHRI VISHAWANATH
SHASTRI:

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

(a) whether Government have set up a high-level inter-ministerial committee to consider the revamping of Air India and Indian Airlines;

(b) if so, the terms of its reference; and

(c) the time by which the vital report is likely to be submitted?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA): (a) and (b). A High Powered Committee under chairmanship of Secretary, Civil Aviation has been set up to work out detailed modalities and oversee the implementation of the decision on the restructuring of Air Corporations.

(c) The Committee has already presented its first interim report on legislative measures to the Government.

Development of Elaveezha Poonchira Tourist Centre

3211. SHRI P. C. THOMAS: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Government of Kerala

has submitted a proposal to develop Elaveezha Poonchira a tourist centre in Kottayam district of Kerala;

(b) if so, the details thereof; and

(c) the allocation made by the Union Government for the same?

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

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

Food Processing Industry in Muvattupuzha, Kerala with FEC Financial Assistance.

3212. SHRI P. C. THOMES: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the Government of Kerala has submitted a proposal to set up a food processing industry in Muvattupuzha taluk in the State;

(b) whether the European Economic Community has offered financial assistance for this project;

(c) whether the Government have entered into a contract with the European Economic Community in this;

(d) if so, the details thereof; and

(e) by when the said unit is likely to start functioning?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI GIRIDHARI GOMANGO):

(a) The Government of Kerala's proposal for financial assistance from EEC for the Kerala Horticultural Development Programme envisages, inter alia, the setting up of one pilot

project for fruit processing products to supply fruits in the area of Muvattupuzha Sub-district in the State.

(b) Yes, Sir.

(c) Yes, Sir.

(d) The EEC will provide assistance in the form of grant to the extent of ECU 28.7 million for this project which will be located in the State of Kerala. The programme will be designed to give the State farmers supplementary income by increasing the production of high value horticultural crops and to develop modern processing industry for the processing of these fruits & vegetables. The programme envisages setting up of 8 pilot projects extended over 110 to 160 sites within Kerala. The programme inter alia envisages an R&D component, extension services, marketing support, the setting up of an agro processing plant and extension of credit to farmers subject to certain conditions.

(e) The programme is expected to be implemented over a period of 6 year from the date of the Commission's approval of the first annual work programme.

Deposits of Graphite in Kerala

3213. SHRI P. C. THOMAS: Will the Minister of MINES be pleased to state:

(a) whether there is large deposits of Graphite in Vadavukode and Nagapuzha areas in Muvattupuzha taluk in Kerala;

(b) whether the Government of Kerala has submitted proposals for setting up a factory; and

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

THE MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI BALRAM SINGH YADAV): (a) There are possible recoverable reserves of graphite of the order of about 472600 tonnes in Ernakulam district of Kerala. The reserves are located in 5 deposit including Vadavukoode and Nagapuzha areas in Muvattupuzha taluk.

(b) and (c). No, Sir. As per the Industrial Policy Statement of 1991, no industrial licensing is required for setting up a graphite industry.

Introduction of Private Airline

3214. SHRIMATI DIPIKA H. TOPIWALA
SHRI CHETAN P. S. CHAUHAN
SHRIMATI MEHENDRA KUMARI
SHRIMATI RITA VERMA

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

(a) whether attention of the Government has been drawn to the news-item appearing in the 'Hindustan Times' dated December 29, 1991 regarding introduction of a private airline from March, 1992;

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

(c) the time by which the airline is likely to be launched?

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

(b) and (c). M/S. Sahhara India, New Delhi have been granted 'No. Objection Certificate' on 3.10.1991 for issuance of Air Taxi Operators' Permit valid for one year. The party has been asked to complete the various formalities like import of aircraft etc.

for grant of Air Taxi Operators' Permit. The operator has proposed to import two YAK-42 aircraft on wet lease from Russia. The exact date by which the airline is likely to start operations is not known.

Appointment of dependents of deceased E. D. Employees

3215. PROF. PREM DHUMAL: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the steps taken to avoid delay in the matter of appointment of dependents of the deceased Extra Departmental employees on compassionate grounds; and

(b) the number of such cases pending in Himachal Pradesh and in the country as a whole as on 31st December 1991?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYANAIDU): (a) Compassionate appointment cases are processed by and large on a priority basis. Instructions have also been issued to the field units for expeditious handling of such cases. With a view to monitoring progress in the matter half yearly statements have been prescribed.

(b) The requisite information is being collected from the field units and the same will be laid on the Table of the House.

Fax Facility in Himachal Pradesh

3216. PROF. PREM DHUMAL: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government have received request for providing FAX facility in Himachal Pradesh;

(b) if so, the details thereof with location; and

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

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) Yes, Sir.

(b) The requests have been received from the Hon'ble Member of the Lok Sabha during November, 1991 for provision of fax facilities at Bilaspur and Una as also from the Association of Journalists during February, 1992 for Mandi in Himachal Pradesh.

(c) During the year 1992.

Telephone system in Arariya, Bihar

3217. SHRI SUKHDEV PASWAN: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the telephone system in Arariya, Bihar is faulty;

(b) if not, the extent to which the capacity of each telephone exchange is being utilised;

(c) the number of complaints received in this connection during the last two years; and

(d) the action taken by the Government for the smooth functioning of telephone system in the said district?

THE MINISTER IN THE MINISTRY OF COMMUNICATION (SHRI P. V. RANGAYYA NAIDU): (a) to (d). The information is being collected and will be laid on the Table of the House.

Pay Scale of Hindi Translators

3218. SHRI SANTOSH KUMAR GANG-

WAR: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Hindi translators (Grade-IV) working in the telecommunication department are given the pay scales as per the norms and rules laid down by the official language department; and

(b) if not, the reasons for the disparity and the action being taken by the Government in this regard?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) There is no post on Hindi Translator Grade IV in the Department of Telecom.

(b) Does not arise.

Installed Capacity of Beer Production

3219. SHRI SYED SHAHABUDDIN: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) the installed capacity of production of beer in the country as on April 1, 1989 and April 1, 1991;

(b) the total quantity of beer manufactured during 1989-90 and 1990-91;

(c) the number of additional units with their capacity licensed during 1990-91 State-wise; and

(d) the additional number of units and their capacity installed or under installation during 1991-92?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI GIRIDHAR GOMANGO): (a) and (b). As per the records available in DGTD, the installed capacity of beer and total quantity of beer manufactured in the

organised sector during the year 1989-90 & 1990-91 was as under:

<i>Year</i>	<i>Capacity</i>	<i>Production</i>
1989-90	135119	215459 KL
1990-91	135119	223085 KL

(c) Only one Letter of Intent has been granted during April 1990-March 1991 to Shri Rajan Poddar for setting up non-alcoholic beer unit with a capacity of 22,800 KL at District Chittoor (Andhra Pradesh).

(d) Six Letters of Intent for manufacture of beer with total annual installed capacity of 30,000 KL have been issued during 1 April 1991 to 1 March 1992.

Censor of Video Cassettes

3220. SHRI SYED SHAHABUDDIN: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the Government have prescribed a preceptor of video cassettes;

(b) if so, authorities responsible for it;

(c) the guidelines issued by the Government to the authorities concerned in this regard;

(d) whether any video cassettes have been found objectionable during 1991; and

(e) if so, brief particulars of such video cassettes?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (KUMARI GIRIJA VYAS):

(a) and (b). In accordance with the provisions of the Cinematograph Act, 1952, all "films" including Video Films intended for

public exhibition in India are required to be certified by the Central Board of Film Certification. Therefore, video films including video news magazines meant for public exhibition have to be presented to the Board for certification.

(c) A copy of the Guidelines is enclosed statement.

(d) and (e). During 1991 only one video film "Tadak Dham Dham" (Hindi) was refused certificate by Central Board of Film Certification. On an appeal filed by the applicant against the order of the Board, it was granted 'U' certificate i.e., for unrestricted public exhibition after ordering some deletions by Film Certification Appellate Tribunal.

STATEMENT

GOVERNMENT OF INDIA

MINISTRY OF INFORMATION AND BROADCASTING.

New Delhi, the 6th December, 1991

NOTIFICATION

S. O. In exercise of the powers conferred by sub-section (2) of section 5B of the Cinematograph Act, 1952 (37 of 1952) and in supersession of the notification on the Government of India in the Ministry of Information and Broadcasting No. S. O. 9 (E), dated the 7th January, 1978 except as respects things done or omitted to be done before such supersession, the Central Government hereby directs that in sanctioning films for public exhibition, the Board of Film Certification shall be guided by the following principles:-

1. The objection of film certification will be to ensure that-

- (a) the medium of film remains responsible and sensitive to the values and standards of society;
- (b) artistic expression and creative freedom are not unduly curbed;
- (c) certification is responsive to social change;
- (d) the medium of film provides clean and healthy entertainment; and
- (e) as far as possible, the film is of aesthetic value and cinematically of a good standard.
2. In pursuance of the above objectives, the Board of Film Certification shall ensure that
- (i) anti-social activities such as violence are not glorified or justified;
- (ii) the modus operandi of criminals, other visuals or word likely to incite the commission of any offence are not depicted;
- (iii) scenes—
- (a) showing involvement of children in violence as victims or as perpetrators or as forced witness to violence, or showing children subjected to any form of child abuse;
- (b) showing abuse or
- ridicule of physically and mentally handicapped persons; and
- (c) showing cruelty to, or abuse of, animals are not presented needlessly;
- (iv) pointless or avoidable scenes and violence, cruelty and horror, scenes of violence primarily intended to provide entertainment and such scenes as may have the effect of desensitising or dehumanising people are not shown;
- (v) scenes which have the effect of justifying or glorifying drinking are not shown;
- (vi) scenes tending to encourage, justify or glamorise drug addiction are not shown;
- (vii) human sensibilities are not offended by vulgarity, obscenity or depravity;
- (viii) such dual meaning words as obviously cater to baser instincts are not allowed;
- (ix) scenes degrading or denigrating women in any manner are not presented;
- (x) scenes involving sexual violence against women like attempt to rape, rape or any form of molesta-

tion, or scenes of a similar nature are avoided, and if any such incident is germane to the theme, they be reduced to the minimum and no details are shown;

- (xi) scenes showing sexual perversions shall be avoided and if such matters are germane to the theme, they can be reduced to the minimum and no details are shown;
- (xii) visuals or words contemptuous of racial, religious or other groups are not presented;
- (xiii) visuals or words which promote communal, obscurantist, anti-scientific and anti-national attitudes are not presented;
- (xiv) the sovereignty and integrity of India is not called in question;
- (xv) the security of the State is not jeopardised or endangered;
- (xvi) friendly relations with foreign States are not strained;
- (xvii) public order is not endangered;
- (xviii) visuals or words involving defamation of individual or a body of individual, or contempt of court are not presented;

EXPLANATION: Scenes that tend to create scorn, disgrace or disregard or rules or undermine the dignity of court will come under the term "contempt of court"; and

- (xix) National symbols and emblems are not shown except in accordance with the provision of the Emblems and Name (Prevention of Improper Use) Act, 1950 (12 of 1950).

3. The Board or Film Certification shall also ensure that the film—

- (i) is judged in its entirety from the point of view of its overall impact; and
- (ii) is examined in the light of the period depicted in the film and the contemporary standards of the country and the people to which the film relates, provided that the film does not deprave the morality of the audience.

4. Film that meet the above-mentioned criteria but are considered unsuitable for exhibition to non-adults shall be certified for exhibition to adult audiences only.

- 5. (1) While certifying films for unrestricted public exhibition, the Board shall ensure that the film is suitable for family viewing, that is to say, the film should be such that all the members of the family including can view it together.

- (2) If the Board, having regard to the nature, content and theme of the film, is of the opinion that it is necessary to caution the parents/guardian to consider as to

whether any child below the age of twelve years may be allowed to see such a film, the film shall be certified for unrestricted public exhibition with an endorsement to that effect.

- (3) If the Board, having regard to the nature, content and theme of the film, is of the opinion that the exhibition of the film should be restricted to members of any profession or any class of persons, the film shall be certified for public exhibition restricted to the specialised audiences to be specified by the Board in this behalf.

6. The Board shall scrutinise the titles of the films carefully and ensure that they are not provocative, vulgar, offensive or violative of any of the above-mentioned guidelines.

Foot Not:—Notification No. 5/5/77—F(C) dated 7.1.78 published in the Extraordinary Gazette of India Part II Section 3 sub-section (ii) dated 7.1.78 as S. O. 9(E) —

Amended by —

- (i) Notification No. 5/5/77—F(C) dated 27.1.79 published as S. O. 618 in the Gazette of India Part II section 3 sub-section (ii) dated 17.2.79.
- (ii) Notification No. 805/2/82—F(C) dated 7.5.83 published as S. O. 356(E) in the Gazette of India Extraordinary Part II Section 3 sub-section (ii) dated 7.5.83.
- (iii) Notification No. 803/4/89—F(C) dated 11.8.89 published as S. O. 2179 in the Gazette of India Extraordinary Part II Section 3

sub-section (ii) dated 9.9.89.

(File No. 805/1/90—F (C)

Sd/—

(S. LAKSHMI NARRAYANAN)

Joint Secretary to the Govt. of India

Tele: 38 38 57

Copy for information to all State Governments and Union Territory Administrations.

Copy also to all Ministries/Departments of the Government on India, for information.

Copy for information and necessary action to:

1. The Chairman, C. B. F. C., 91—E, Walkeshwer Road, Bombay —6 (with 200 spare copies for communication to all concerned).
2. All Regional and All. Regional Officer of the Boarder.
3. DG: Doordarshan and DG: AIR (with 5 spare copies each)
4. All other media units.
5. Information Officer, PIB.
6. Secretary, Film Federation of India, Bombay.
7. All Officers and sections in the Ministry.

(S. LAKSHMI NRARAYANAN)

Joint Secretary to the Govt. of India

Tele: 38 38 57

Extension to Teleserial 'Chanakya'

3221. SHRI SYED SHAHABUDDIN:
Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether the tele-serial Chanakya has been granted an extension upto 47 episodes;

(b) whether the extension has been granted against the advice of the Doordarshan authorities and despite protest by various organisations; and

(c) the number of episodes originally suggested by the producer and those covered by the original sanction by the Doordarshan?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (KUMARI GIRIJA VYAS):

(a) Yes, Sir.

(b) No, Sir. Extension, if any, is granted by Doordarshan after taking into account the merit of each proposal e. g. the story line, thematic value, popularity of the serial among the viewers etc.

(c) Twenty Six.

Profits Earned by ITDC Hotels

3222. SHRI R. SURENDER REDDY:
Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether on account of devaluation of rupee in July, 1991, the Indian Tourism industry and ITDC hotels have been benefited;

(b) if so, the loss/profit earned by ITDC during the last three years and particularly during the last six months of 1991; and

(c) the steps Government propose to take to improve the profitability for 1992?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA): (a) There has been an upward trend in tourist arrivals coinciding with the devaluation of rupee in mid 1991 which has benefited Indian Tourism Industry, including ITDC in general.

(b) The requisite information is as under:-

Year	Profit (before tax) (Rs. in lakhs)
1988-89	967.83
1989-90	1139.73
1990-91	238.70
1991-92 (Prov.) (July 91 to Dec 91)	355.70

(c) The steps taken by ITDC to improve profitability of its hotels inter-alia include improvement, man-power training, marketing and reservation tie-ups, advertising etc.

Environmental Clearance to power Plants

3223. SHRI GEORGE FERNANDES:
Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) whether a meeting between the Power and Environment Ministriss chaired by the Prime Minister for environment clearance power project was held recently;

(b) if so, whether any broad policy has been sorted out; 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) No, Sir.

(b) and (c) Do not arise.

Identification of Bangalore and Hyderabad for Expansion

3224. SHRIMATI BASAVA RAJESWARI: Will the Minister of COMMUNICATIONS be please to state:

(a) whether the Videsh Sanchar Nigam Ltd. has indemnified Bangalore and Hyderabad as a priority areas for purposes of expansion;

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

(c) the details of the objectives of these projects;

(d) the total amount spent thereon; and

(e) what extent, both Bangalore, Hyderabad centres will be coordinated?.

THE MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NATH): (a) International Telecommunication facilities are already available at Bangalore and Hyderabad. Though there is no specific proposal for expansion of international Telecom facilities at these places at present, the expansion of the facilities is generally demand based.

(b) to (e). Do not arise in view of answer to (a) above.

[Translation]

Representation of Journalists in Press Country of India

3225. SHRI HARIKEWAL PRASAD: Will the Minister of Information & Broadcasting be pleased to state:

(a) The provisional for giveigh representation to journalists in the Press Council of India.

(b) the present set up of existing Council the criteria adopted fo given representation of journalists of Indian languages;

(c) whether any representation has been made against the existing criteria;

(d) if so, the action taken in this regard thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (KUMARI GIRIJA VYAS): (a) The provision for giving representation to the journalists in the Press Council of India are contioned course(a) of Sub-Section (3) of Section 5 of Press Council Act, 1978 read with Rules 3 and 4 of the Press Council (procedure for Nomination of Members) Rules, 1978.

(b) In representation to a Chairman, the Press Council has 28 members A copy of the Notification containi containing details of 28 members enclosed as statement

(c) No representation against the criteria prescribed by the Act and the Rules made thereunder appears to have been received.

(d) Does not arise.

STATEMENT**NOTIFICATION****GOVERNMENT OF INDIA****MINISTRY OF INFORMATION & BROADCASTING**

New Delhi, dated 14.10.91

S. O. In pursuance of sub-section (5) of Section 5 of the Press Council Act, 1978 (37 of 1978) read with rules 3 and 4 of the Press Council (Procedure for Nomination of Members) Rules, 1978 the Central Government hereby notifies with immediate effect the names of the following persons nominated as Members of the Press Council of India for a period or three years, namely:—

WORKING JOURNALISTS—EDITORS (nominated under clause (a) of sub-section (3) of section 5)

- | | | |
|------------------------------|---|--|
| 1. Shri Uttam Chandra Sharma | □ | Editors of Indian Languages Newspapers. |
| 2. Shri Harsukh Sanghani | | |
| 3. Shri Shibindra Narayan | | |
| 4. Shri B.G. Verghese | □ | Editors of Newspapers other than Indian Language Newspapers. |
| 5. Shri Ramu Patel | | |
| 6. Shri V. N. Narayanan | | |

WORKING JOURNALISTS—OTHER THAN (nominated under clause (a) of sub-section (3) of section 5)

- | | | |
|-----------------------------|---|--|
| 7. Shri R. C. Pandit | □ | Working journalists other than editors of Indian Languages Newspapers. |
| 8. Shri Parmaneand Panday | | |
| 9. Shri Arun Bagchi | | |
| 10. Shri Madhukar Upadhyaya | | |
| 11. Shri Brij Bhardwaj | □ | Working journalists other than editors of newspapers other than Indian Languages Newspapers. |
| 12. Shri Umashnkar Podnish | | |
| 13. Shri Harihar Swaroop | | |

PERSONS WHO OWN OR CARRY ON THE BUSINESS OF MANAGEMENT OF NEWSPAPERS (nominated under clause (b) of sub-section (3) of section 5)

- | | | |
|-----------------------|---|---|
| 14. Shri K. M. Mathew | □ | Persons who own or carry on the business of big newspapers. |
| 15. Shri Basudev Ray | | |

- | | | |
|-------------------------------|---|--|
| 16. Shri S. B. Singh | } | Persons who own or carry on the business of management of medium newspapers. |
| 17. Shri B. M. Sharma | | |
| 18. Shri Rajender Kumar Verma | } | Persons who own or carry on the business of management of small newspapers. |
| 19. Shri Satish Khurana | | |

PERSONS WHO MANAGE NEWS AGENCIES (nominated under clause (c) of sub-section (3) of section 5)

20. Shri K.P.K. Kutty

PERSONS HAVING A SPECIAL KNOWLEDGE OR PRACTICAL EXPERIENCE IN RESPECT OF EDUCATION AND SCIENCE AND LAW LITERATURE AND CULTURE (nominated under clause (d) of sub-section (3) of section 5)

- | | |
|----------------------------------|--|
| 21. Prof. K. Satchidananda murty | Nominated by University Grants Commission. |
| 22. Shri Brahma Nand Sbarma | Nominated by bar Council of India. |
| 23. Prof. Indra Nath Choudhuri | Nominated by the Sahitya Academy. |

MEMBERS OF PARLIAMENT (nominated under clause (e) of sub-section (3) of section 5)

- | | | |
|---|---|--|
| 24. Shri Chandulal Chandrakar | } | Nominated by the Speaker House of the People. |
| 25. Shrimati Geeta Mukherjee | | |
| 26. Shri Sushil Chandra Varma | | |
| 27. Dr. Nagon Saikia | } | Nominated by the Chairman the Council of States. |
| 28. Shri Murlidhar Chandrakant Bhandare | | |

National Water Policy

(b) if so, the details thereof; and

3226. SHRI BARE LAL JATAV: Will the Minister of WATER RESOURCES be pleased to state:

(c) if not, the reasons thereof?

(a) whether the Union Government have constituted a Standing Committee for the implementation of recommendations of National Water Policy;

THE MINISTER OF WATER RESOURCES (SHRI VIDHYACHARAN SHUKLA): (a) to (c). It has been proposed by the National Water Board that a standing committee be set up for implementing the various recommendations of the National Water

Policy. The Committee has not been set up so far. However, the progress on the implementation of policy is being reviewed by the National Water Board.

[English]

Post Offices in West Bengal

3227. SHRI HARADHAN ROY: Will the Minister of COMMUNICATIONS be pleased to state the names of places in West Bengal where new post offices are to be opened during 1992-93?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): So far, 20 sanctions have been issued for opening of extra department branch post offices in West Bengal which are proposed to be opened during the calendar year 1992. The details in this regard are given in the Statement. It is further proposed to open more post offices in West Bengal during the financial year 1992-93. However, it is not feasible to give details regard as the Annual Plan target for 1992-93 for opening of post offices in the country has not been finalised.

STATEMENT

<i>Sl. No.</i>	<i>Name of the proposed Post Office</i>	<i>District</i>
1.	Nutanbash	Coochbehar
2.	Chhatoa	Coochbehar
3.	Kamat Fulbari	Coochbehar
4.	Gowalgaon	West Singapur
5.	Mohanvita	Jalpaiguri
6.	Jyotinagar	Darjeeling
7.	East Bhktinagar	Darjeeling
8.	Mogalkata	Jalpaiguri
9.	Silaksu	Darjeeling
10.	School Dhura Takdah Te	Darjeeling
11.	Tamsingdhura	Darjeeling
12.	Maneydara	South District (Sikkim)
13.	Kokolay	East District (Sikkim)
14.	Barfung	South District

<i>Sl. No.</i>	<i>Name of the proposed Post Office</i>	<i>District</i>
15.	Namphing	South District
16.	Kateng Bokrang	South District
17.	Byang	East District
18.	Men-Rungonj	North District
19.	Ship-Ger	North District
20.	Juranpur	Murshidabad

New Telephone Exchange in West Bengal

3228. SHRI HARADHAN ROY: Will the Minister of COMMUNICATIONS be pleased to state:

(a) whether the Government propose to open new telephone exchanges in West Bengal during the Eighth Five Year Plan Period, and

(b) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P.V. RANGAYYA NAIDU): (a) Yes, Sir.

(b) the draft plan to open new telephone exchanges district-wise during the 8th Five Year Plan period is as under:—

Darjeeling	-	2
Jalpaiguri	-	5
Coochbehar	-	5
Malda	-	3
West Dinajpur	-	2
Murshidabad	-	3
Birbhum	-	2
Howrah, Hooghly, 24 Parganas (North) and (South)	-	15

Midnapore	-	15
Burdwan	-	10
Bankura	-	5
Purulia	-	5

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Asian Development Bank Assistance for Power Projects

3229. SHRI GOPI NATH GAJAPATHI: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state;

(a) whether the Government propose to set up power projects in the country with Asian Development Bank's assistance;

(b) if so, the details of the power projects proposed to be set up with this assistance;

(c) the amount expected to be obtained from the Bank for this purpose; and

(d) if so, the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND

NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) to (d). Discussions are regularly held with the Asian Development Bank (ADB) for financial

and technical assistance for power projects. A list of power projects receiving ADB assistances is given below:

S. No.	Name of Project/ Capacity (MW)	Loan Amount (in US. \$)
1.	North Madras Thermal Power Project (3x21 MW)	150
2.	North Madras 2nd Loan	200
3.	Unchahar Thermal Project (2x210 MW)	160
4.	Rayalseema Thermal Project	230

In addition to above, ADB has extended a loan of Us \$ 60 million and JPY 7500 million to Power Finance Corporation (PFC) under commercial Complementary Financing Scheme for both North Madras TPS of TNEB and Rayalseema TPS of APSEB.

MW has so far been installed in the country for generation of power through wind energy and solar photovoltaic system of various ratings and for different applications. At present there is no tidal project either under construction or under operation in the country.

[Translation]

Generation of Electricity through Windmill and Tidal Wave

3231. SHRI SUSHIL CHANDRA VERMA: Will the Minister of POWER AND NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) The total megawatts of power being generated in the country through windmill, tidal wave and photo voltaic cell; and

(b) the expenditure being incurred on generation of power per kilo watt power through each of these devices?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): (a) A total capacity of 42.3

(b) The average capital cost of wind power project is Rs. 30,000 per KW. The generation cost of solar photovoltaic systems varies from Rs. 8 to 20 per KWh depending upon the location and size of the systems.

Scheme by Air India to Promote Tourism

3232. SHRI GOVIND NIKAM: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Air India in collaboration with department of Tourism propose to formulate a scheme to promote tourism; and

(b) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCIN-

DIA): (a) and (b). Air India in collaboration with the Government of India Tourism Department launched Tourism Promotion operation initially in Europe and subsequently extended it to U. K., U. S. A. Australia, West Asia and Far East.

Under the Scheme, Air India offices abroad jointly with the Government of India Tourism Offices undertake the following activities:

- (a) Media Planning and Advertising India and its tourism attractions.
- (b) Investing tour operators and selected travel trade personnel to India for familiarisation trips.
- (c) Provide financial support to leading tour operators in foreign countries for printing and production of tour brochures on India.
- (d) Inviting travel writers to India.
- (e) Participating in joint promotions with leading Departmental Stores, Trade Shows and Travel Marts.

Marathi Programmes from Bombay Akashwan¹

3233. SHRI GOVIND RAO NIKAM: Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether half-an-hour programme a week is broadcast in Marathi on F. M. band of Bombay Akashwani;

(b) if so, the reasons for allotting such a small period to Marathi language programmes;

(c) whether the Government propose to increase the period of broadcasting of Marathi language on this band; and

(d) if so, the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF INFORMATION AND BROADCASTING (KUMARI GIRIJA VYAS):

(a) No, Sir. The total quantum of Marathi music programmes broadcast from FM channel of All India Radio, Bombay is two hours and ten minutes per week.

(b) Does not arise.

(c) No, Sir.

(d) Does not arise.

Export of Alloy Steel

3234. SHRI GOVINDRAO NIKAM: Will the Minister of STEEL be pleased to state:

(a) the average production of alloy steel in the country, during the last five years, year-wise;

(b) the steps proposed to be taken to export alloy steel; and

(c) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): (a) The total production of alloy steel (including stainless steel) semi for the last five years in respect of main producers and the Electric Arc Furnace (EAF) units is given below:

Year	Qty. in '000 tonnes
1986-87	678
1987-88	675
1988-89	787
1989-90	901
1990-91	1028

(b) Some of the measure taken by the Government to facilitate alloy steel export are:

- (i) Reduction in import duty on steel melting scrap from 35% to 10%.
- (ii) Allowing import of modern equipment and technology for quality improvement and cost reduction of alloy steel producers.
- (iii) Duty free import of raw materials including alloying elements, for export production through advance licensing scheme as per the policy.
- (iv) Conversion to 60% export earning at market rate of foreign exchange, and
- (v) Liberal clearances of export proposals.

(c) Does not arise.

[English]

Difference in Pay Scales of MTNL and DOT Employees

3235. SHRI GOVINDRAO NIKAM: Will the Minister of COMMUNICATIONS be pleased to state:

(a) the difference in the pay scales and allowances being paid to the employees of the Mahanagar Telephone Nigam Limited and the employees of the Department of Telecommunications;

(b) whether resentment among the employees is increasing due to this disparity;

(c) if so, the steps being taken by the Government to resolve this issues;

(d) whether with the formation of a Public

Sector Undertaking, the employees start demanding more pay scales and allowances and their demands are always accepted by the Government; and

(e) if so, the steps proposed to be taken by the Government to curb this tendency?

THE DEPUTY MINISTER IN THE MINISTRY OF COMMUNICATIONS (SHRI P. V. RANGAYYA NAIDU): (a) There is no difference in pay scales and allowances of employees of Mahanagar Telephone Nigam Limited and Department of Telecommunications. However, Group 'C' and 'D' employees in M. T. N. L. who are on deemed deputation from Department of Telecommunications have been sanctioned an ad-hoc amount of RS. 100/- per month with effect from 1.9.1990 as their terms and conditions for absorption in MTNL have not been finalised so far. This payment will be adjusted towards dues to such employees when the said terms and conditions are finalised.

(b) and (c). Yes, Sir. This adhoc sanction did lead to resentment among the employees of Department of Telecom. Consequently, the Government constituted a high level Committee known as Athreya Committee, for a high level Committee know as Athreya Committee, for recommending the most appropriate organisational structure for the management of telecommunication services in the country. The report is under consideration of the Government.

(d) and (e). The pay packages for the public sector and Government employees are different. Some amount of disparity between the two at any given time exists.

Assistance to States for Development of Tourism

3236. SHRIMATI MALINI BHAT-TACHARYA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether the Union Government provide assistance of the State Government of the development of tourism in the States; and

(b) if so, the details of such assistance provided during each of the last three years, till date, State-wise?

THE MINISTER OF CIVIL AVIATION
AND TOURISM (SHRI MADHAVRAO SCIN-

DIA): (a) Yes, Sir. The Central Department of Tourism extends financial assistance to the State Government for specific projects, dependent upon their merits, availability of funds and inter-se priorities.

(b) The details of financial assistance sanctioned to each State during the last three years are given in the enclosed statement,

STATEMENT

<i>Sl. No.</i>	<i>Name of the State</i>	<i>Amount sanctioned</i>		
		<i>1989-90</i>	<i>1990-91</i>	<i>1991-92</i> <i>(till Date)</i> <i>(Rs. in lakhs)</i>
1.	Andhra Pradesh	115.35	73.47	79.61
2.	Arunachal Pradesh	-	07.35	05.36
3.	Assam	-	22.67	85.71
4.	Bihar	-	138.44	102.29
5.	Goa	05.00	-	33.78
6.	Gujarat	36.71	99.55	114.07
7.	Haryana	13.53	230.46	41.10
8.	Himachal Pradesh	25.13	80.31	99.18
9.	Jammu & Kashmir	125.75	90.89	47.33
10.	Karnataka	45.81	91.11	66.51
11.	Kerala	85.02	190.19	74.79
12.	Madhya Pradesh	46.01	234.36	201.58
13.	Maharashtra	08.30	142.61	142.69
14.	Manipur	-	15.12	-

<i>Sl. No.</i>	<i>Name of the State</i>	<i>Amount sanctioned</i>		
		<i>1989-90</i>	<i>1990-91</i>	<i>1991-92 (till Date) (Rs. in lakhs)</i>
15.	Meghalaya	09.74	22.33	38.70
16.	Mizoram	-	20.02	06.45
17.	Nagaland	67.94	34.54	12.00
18.	Orissa	-	121.61	115.50
19.	Punjab	15.93	48.13	14.44
20.	Rajasthan	26.25	152.34	74.68
21.	Sikkim	-	59.71	70.9
22.	Tamil Nadu	37.94	134.47	49.44
23.	Tripura	04.91	23.55	09.97
24.	Uttar Pradesh	32.97	397.87	20.07
25.	West Bengal	07.50	320.15	36.73
TOTAL		809.79	2751.25	1542.89

[*Translation.*]

Damage to Pearls and Jewels in Orissa

3237 SHRI MRUTYUNJAYA NAYAK:
Will the Minister of MINES be pleased to state:

(a) whether it is a fact that every year pearls and jewels worth millions of rupees are being damaged in Orissa;

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

(c) the steps being taken by the Govern-

ment to stop the damage of pearls and jewels in Orissa; and

(d) if not, the reasons thereof?

THE MINISTER OF STATE IN THE MINISTRY OF MINES (SHRI BALRAM SINGH YADAV): (a) and (b). Sporadic incidents of clandestine mining of precious and semi-precious stones are reported from time to time in the State of Orissa. To stop such illegal mining Government of Orissa have enacted the Orissa Minerals (Prevention of Theft, Smuggling and Other Unlawful Activities) Act, 1989 and have also notified appropriate Rules thereunder.

(c) and (d). Assistance has been sought from UNDP in assessment or promising gem-stones bearing areas and for setting up of Gem-stone Testing Laboratory for identification, testing and evaluation of different types of precious and semi-precious stones.

[English]

Proposal for Development of Tourism in Ayodhya

3238. SHRI SYED SHAHABUDDIN: Will the Minister of CIVIL AVIATION AND TOURISM BE pleased to state:

(a) whether the Union Government have under consideration any scheme, *suo-moto* or proposed by the State Government of Uttar Pradesh for the development of tourism in Ayodhya;

(b) whether any scheme or modification of an earlier scheme has been submitted by the State Government during 1991-92;

(c) if so, the brief particulars of the scheme including its objects and purpose, estimated cost and the quantum of Central assistance sought; and

(d) the reaction of the Union Government therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAV RAO SCINDIA): (a) to (d). State Government have proposed construction of a Yatri Niwas to provide budget accommodation to tourists visiting Ayodhya. They have been informed that the Central Department of Tourism would consider extending financial assistance for this scheme provided the complete project proposal along with detailed estimates are sent by them according to the prescribed procedure.

Exchange of Information on Water Resource Development

3239. SHRI K. H. MUNIYAPPA:
SHRI V. KRISHNA RAO:
SHRI J. CHOKKA RAO:

Will the Minister of WATER RESOURCES be pleased to state:

(a) whether there is any proposal to introduce a Bill during the current Budget Session to facilitate the exchange of information on water resources development; and

(b) if so, the details thereof?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) and (b.) National Water Resources Council under the Chairmanship of the Prime Minister adopted a National Water policy in September, 1987 which among other things, states that a Standardised National Information System should be established for data regarding water availability and actual water use and comprehensive and reasonably readable further demand for water for diverse purposes. The National Water Board, constituted in September, 1990 to make suggestions for undertaking appropriate programme in pursuance of the directives in the National Water Policy, has set up a subcommittee in its first meeting to prepare a draft Water information Bill. The Subcommittee has submitted its report and after consideration, the National Water Board has requested all the State in its third meeting held on 20.1.1992, to get the Bill examined and furnish the views to the Board. Introduction of the Bill depends upon how soon the State Government concur to the draft Bill in the National Water Board.

[Translation]

Use of Synthetics in Fruit Juice

3240. SHRISURENDRA PAL PATHAK: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether the use of synthetics in cola drinks is considered to be a health hazard by the Government;

(b) if so, the steps proposed to be taken by the Government to stop its use;

(c) whether the Government propose to enact law for mandatory use of fixed quantity of fruit juice; and

(d) if so, the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI GIRIDHAR GOMANGO):

(a) No, Sir. Cola drinks conforming to standards of Prevention of Food Adulteration Act (PFA) and Fruit Products Order (FPO) do not pose any health hazard.

(b) Does not arise.

(c) No, Sir. There is no proposal to enact law for mandatory use of fixed quantity of fruit juice in Cola drinks.

(d) Does not arise.

Area affected by Water and Wind Erosion in Uttar Pradesh

3241. SHRI HARIKEWAL PRASAD: Will the Minister of WATER RESOURCES be pleased to state:

(a) whether any survey has been conducted on the affected areas by Water and Wind erosion in Uttar Pradesh;

(b) if so, the details of area affected

thereof during the last three years;

(c) the value of crop loss as a result thereof during the last three years; and

(d) the amount allocated to Uttar Pradesh by the Union Government to tackle this problem?

THE MINISTER OF WATER RESOURCES (SHRI VIDYACHARAN SHUKLA): (a) and (b). Yes Sir. Area affected is assessed as 13115 Thousand Hectares.

(c) No Systematic analysis of the crop loss has been carried out.

(d) An expenditure of Rupees 26.7619 crores has been incurred.

'Jal Dhara Scheme' of U. P.

3242. SHRI HARIKEWAL PRASAD: Will the Minister of POWER-NON-CONVENTIONAL ENERGY SOURCES be pleased to state:

(a) the target fixed for sinking wells under 'Jal Dhara Scheme' in Uttar Pradesh during the last years; and

(b) the extent to which the target has since been achieved during this period?

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NON-CONVENTIONAL ENERGY SOURCES (SHRI KALPNATHRAI): (a) and (b). The 'Jaldhara' Scheme was a one-time measure initiated by the Government in 1988-89, to provide pumpsets to marginal farmers in identified Draught Prone Areas of 13 States. Even though a target of 7,073 pumpsets was proposed under the Scheme for Uttar Pradesh, the scheme was not taken up in the State and hence the achievement was nil. The Scheme is no more in operation.

12.00 hrs.

RE. SPLIT IN TELUGU DESAM PARTY

[Translation]

SHRI RAM LAKHAN SINGH YADAV (Arrah): Mr. Speaker, Sir, while laying the foundation of the Heavy Engineering Corporation of Bihar, Pandit Jawahar Lal Nehru, the then Prime Minister, had rightly said that this factory would be a unique one and would prove to be the 'mother factory in Asia. He had said that it would manufacture and supply machines for other big factories. This factory was built at a cost of Rs. 400 crore but now its assets have gone upto thousands crores of rupees. It is capable of manufacturing machines for other factories as well manufacturing machineguns and tanks for meeting strategic requirements.

In spite of the fact that it meets the orders in time and maintains 110% quality, it is not getting orders from other Government factories which are supposed to place orders with it. During the last two years nearly Rs. 18,000 crore were sanctioned as grant by the Government to expand different steel factories, but this factory was sanctioned Rs. 600 crore only. The remaining funds were allocated to all private companies which are totally against national interests. It will naturally result in loss of this, factory.

It is said that its losses have gone upto Rs. 100 crore whereas it still pays an amount of Rs. 165 crore as excise duty and other taxes to the Government exchequer. It is very surprising and undesirable that the Reserve Bank of India charges interest @ 25% from it.

According to agreement signed between the H.E.C. and the Central Government on October 30, 1991, this factory was supposed to receive a sum of Rs. 65 crore from the Central Government during the year 1991-92 but not a single paisa has been paid to it so far.

At the instance of the Hon. Prime Minis-

ter, a central team comprising 3 experts was sent there in the first half of this month which held an enquiry in this regard. In its report, the enquiry team has recommended sanction of Rs. 40 crore in addition to the said Rs. 65 crore to this factory in this very month. Otherwise, this factory which is the most useful and important for the country will come to a last very shortly.

Even now, 22,000 people are earning a living from this factory and about 2 lakh of their dependents are getting sustenance from it.

I, therefore, request that the factory should be freed it from the grip of bureaucracy and the Central Government should take immediate measures to revive the factory and pay the funds this very month according to this agreement and issue orders to various factories to place orders with it

[English]

SHRI SOBHANADREESWARA RAO VADDE (Vijayawada): Mr. Speaker, Sir, with all due regard and respect to the Chair, I would like to make out some important matters. The ruling party is encouraging defections from the Opposition parties and it is engineering split in some political parties. Very recently, they had split a political party in Maharashtra. Now, they have engineered a defection from our Telugu Desam Party. In fact, the Telugu Desam Party, which was established as a regional party, has certain principles. For a definite reason, since Shri P.V. Narasimha Rao Garu, the present Prime Minister, as Prime Minister, contested the Nandyal bye-elections, our Party President was good enough and thought it fit - because for the first time, after Independence a person from the South and more so from our State of Andhra Pradesh has been functioning as Prime Minister of this great country - not to field a candidate against Shri P.V. Narasimha Rao. And now this ruling party which is in short of majority by some Members, they have engineered defections from our Telugu Desam Party. You are aware of it. I will not go into the details of chronology

of events because you yourself were the person before whom all these developments have taken place. They had come to you, met you and expressed their intentions and submitted their letters to you. It is very disturbing to find that some responsible Union Minister had to advise our former Members, colleagues about the draft of the letter that should be submitted to you. It came in the press also that some of these Members had stayed in a guest house belonging to an agricultural university of an adjoining State, very near to our capital city. And unfortunately, the ruling party's hand is very amply clear in this process of defections and split. It is most unfortunate that this Government headed by the present Prime Minister who says that this Government is interested in establishing certain moral values in the political system and also he has some behalf in arriving at a consensus with all the political parties, have left all these things to the winds when their question of survival came. It is now really shame that without any hesitation, they have encouraged the defections and they have engineered it. What I want to bring to your kind notice is my agony and deep sense of heart-burning. I will not repeat again what all has happened. But I would like to bring to the hon. Chair's notice the letter which I have given you - you remember that - to enquire from each and every Member who had earlier given letters to your goodself expressing their intentions and later on changing their views. And also, some Members, after meeting you on the 12th, were not seen anywhere. When we told you to kindly examine that, you were good enough to say that you would examine each and every person. Our Members had also brought it to your notice that they were having the parliamentary party meeting in Hyderabad on 14th. Then you said, "do not be worried. There is no hurry. I will take some time and definitely you will be given an opportunity...."

(Interruptions)

MR. SPEAKER: Please, I do not have an opportunity to explain on the floor of the House what I said in the Chamber. You can talk to me in my Chamber.

(Interruptions)

SHRI SOBHANADREESWARA RAO VADDE: We felt very much alarmed when on 13th a letter was sent to the persons who had parted company with us. I am not going into the merits of it. You were good enough to sign a letter stating that so and so division numbers were allotted to them because you treated it as a split in a group. Again in a matter of two hours, another letter was sent to another Member who also had parted company... *(Interruptions.)*

MR. SPEAKER: I will explain to you everything in my Chamber and not here.

SHRI SOBHANADREESWARA RAO VADDE: While in the case of Janata Dal, the decision could not be taken for nearly two months and now in respect of Members from our Telugu Desam who have destructed and engineered a split, you are kind enough to take some decision in a matter of 48 hours... *(Interruptions)*

Sir, I am not questioning; let me make it clear.

(Interruptions)

MR. SPEAKER: Please, just a minute Shri Rao. Now, I am going to allow Shri Raju. Shri Rao, I am just saying that you can come to me and meet me in the Chamber and I will explain to you. If you are discussing every ruling of the Speaker, in the House, then it becomes very difficult for me to explain and for you to comply with it. So, let us discuss it in the Chamber. As far as other part is concerned, let us not be very touchy about that. Something has happened and it is bound to be felt by the Members. Let us not be touchy about that.

(Interruptions)

MR. SPEAKER: Please, it is not necessary. You take your seats.

SHRI NIRMAL KANTI CHATTERJEE

(Dumdum): I want to say something different.

MR. SPEAKER: Shri Nirmal, I am not allowing you. Shri Raju.

SHRI BH. VIJAYAKUMAR RAJU (Narsapur): Hon. Speaker, Sir, I am very thankful to you for giving me an opportunity.

Shri. V.S. Rao, narrated everything in this august. House which is false and which is without any evidence. I want to say categorically that on 11th, we had submitted our resignation and we have formed a new party. (*Interruptions*)

SHRI SOBHANADREESWARA RAO VADDE: Sir, they have formed a new party!

SHRI BH. VIJAYAKUMAR RAJU: That is Telugu Desam group. (*Interruptions*) It is my party and it is not your party. (*Interruptions*) Sir, let me tell you. We submitted our papers to you. Before we came to submit the papers to you, these people came along with some outsiders and they pulled down my Members and thrown them out and they took away three Members from my group. (*Interruptions*) Let me say Sir. (*Interruptions*)

SHRI SOBHANADREESWARA RAO VADDE: Have we kept them in any Guest House? (*Interruptions*)

SHRI BH. VIJAYAKUMAR RAJU: Sir, he is telling a false story. He said that we stayed in an Agriculture Minister's farm house. That is wrong. I am having the proof of evidence as to where I had stayed. I never stayed there. I have the proof of evidence and we can produce the bills before you. I am telling you and I am also challenging him. Since this Government has not given us any protection, we ran to some hotel and we stayed there on our own names. Sir, we can produce the proof in this august House. (*Interruptions*)

MR. SPEAKER: Please sit down Shri Paswan. Now Shri Khurana:

(*Interruptions*)

SHRI NIRMAL KANTI CHATTERJEE: Sir, there are certain important things which can be discussed in the Chamber and we appreciate that. (*Interruptions*) But there are important things which cannot be decided in the Chamber. (*Interruptions*)

MR. SPEAKER: Shri Thangkabalu, I will look into it. You please sit down. Yes, Shri Khurana:

(*Interruptions*)

MR. SPEAKER: Shri Nirmal, this is not an economic matter. That is a legal matter. You please sit down.

(*Interruptions*)

SHRI NIRMAL KANTI CHATTERJEE: Sir, we are proud that India is a standing example for parliamentary democracy. (*Interruptions*)

MR. SPEAKER: There are other issues; it is not like that.

SHRI SRIKANTA JENA (Cuttack): This is a very important issue. This issue should be resolved first.

MR. SPEAKER: I allowed them. You can come and enlighten me in the Chamber... (*Interruptions*)...

MR. SPEAKER: I have provided opportunity to express their views; it is not a full-fledged debate.

(*Interruptions*)

MR. SPEAKER: Nirmal Kantiji, you are not in know of things. Those who are in know of things have spoken. Please sit down.

SHRI SRIKANTA JENA: You told us that during Zero Hour you will allow us to raise this issue. This is a very important issue. (*Interruptions*)

MR. SPEAKER: Please sit down. I will explain. If you think that such matters should be discussed on the floor of the House, you can take a decision and we can discuss this issue. But all such matters will come to the House for discussion. If you think that these matters have to be discussed in the Chamber, I am ready to discuss them in the Chamber. All such matters will come to my Chamber then.

(Interruptions)

MR. SPEAKER: I am saying that this House is sovereign, you can decide in any manner as to how a matter should be decided. If you think that all such matters should be decided on the floor of the House, I shall have no objection. If you want that they should be decided somewhere else, I shall have no objection. But until the time the decision is that such matters have to be decided in the Chamber, let them be decided in the Chamber. If you take a conscious decision, I will send all matters to the House for a decision.

(Interruptions)

SHRI NIRMAL KANTI CHATTERJEE: Allow us to explain as to why we want to raise this in the House.

MR. SPEAKER: This is what happens. I will allow you if the House decides. I shall have no objection if the House decides and I will bring all the matters to the House only for a decision.

(Interruptions)

SHRI NIRMAL KANTI CHATTERJEE: Allow us to explain why we want to raise it in the House.

MR. SPEAKER: Mr. Chatterjee, you don't know what has happened. Probably you have not gone through the rules and the relevant provisions and yet you want to discuss it in the House and you want that everybody should discuss it in the House. I will give you an opportunity, study the rules,

study the law and convince me. If you are able to convince me in writing, I will keep it on record and I will take a decision on that. But please do not raise matters without understanding the legal position.

(Interruptions)

MR. SPEAKER: Shri Paswan, I will hear you in the Chamber.

(Interruptions)

MR. SPEAKER: It is not like that.

(Interruptions)

SHRI NIRMAL KANTI CHATTERJEE: Sir, you allow us to explain as to why we want to rise it; then, you give your ruling.

MR. SPEAKER: Mr. Nirmal Kanti Chatterjee, it is not necessary. I am saying every now and then, it is not necessary. *(Interruptions)* Your wish should not be against the wish of the entire House. If the House wishes, I am ready to allow you to discuss; if the House wishes, I will bring all the matters to the Chamber and you decide it here. But, if you and you alone are standing up and saying that this should be discussed, I cannot allow you.

(Interruptions)

SHRI NIRMAL KANTI CHATTERJEE: Sir, I believe that you will be in agreement with that we say. *(Interruptions)* Kindly allow us to say as to why we want to do this; then you come to the conclusion.

(Interruptions)

SHRI SRIKANTA JENA: Sir, what the Members want is this. *(Interruptions)*

MR. SPEAKER: All of you are standing. This is what happens in the House; we are not able to do. I am allowing Mr. Jena to speak.

(Interruptions)

SHRI NIRMAL KANTI CHATTERJEE: You allow me, Sir. I will explain as to why we want to do this. *(Interruptions)*

SHRI SRIKANTA JENA: Sir, we heard the two Members — Telugu Desam Deputy Leader and the erstwhile Leader-speak. The erstwhile leader says, "Yes, we want to a Guest House — Hotel — and paid the Bill." They have their own MP accommodation and they did not prefer to go there and call a meeting there. They went to a Hotel and paid the Bill. *(Interruptions)* At that point of time, the Congress... *(Interruptions)* Let me complete. *(Interruptions)*

SHRI K.V. THANGKABALU (Dharmapuri): Sir, the House is not concerned with this matter. That is not the point. Why is should come to the House? *(Interruptions)*

SHRI SRIKANTA JENA: Sir, at that time, the Congress Members, thumped the tables. What is the allegation? *(Interruptions)* Sir, we are all concerned about the allegation. We know, we are in the Opposition; and the ruling party is short of some Members. They want some Members to get the majority. The kind of thing which they are pursuing is deliberately encouraging the defection in the Opposition ranks. That is their habit. So, we allege that the Congress party is deliberately engineering defection in the Opposition benches and polluting the whole polity of the country. That is our allegation. *(Interruptions)*

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI GHULAM NABI AZAD): You hear the reaction of this side also. You cannot say all the time; let somebody else also speak from this party.

(Interruptions)

SHRI SRIKANTA JENA: Do you want to respond?

SHRI GHULAM NABI AZAD: Yes. I want to respond.

SHRI SRIKANTA JENA: Let me com-

plete first.

SHRI GHULAM NABI AZAD: You have already - plenty of you - spoken on this. *(Interruptions)*

SHRI SRIKANTA JENA: Shri Azad, we know that you are really competent as to how to respond to this particular subject.

(Interruptions)

SHRI SRIKANTA JENA: In this field, you have enough experience. You have defended when the same Telugu Desam MLAs were hijacked. At that point of time also, you have defended the Congress party and today also you are going to defend them. We know, you are efficient in this particular subject. *(Interruptions)* The Members were deliberately kept in captivity, they were offered money and they were... *(Interruptions)*

SHRI K.V. THANGKABALU: Sir, the House should not discuss this matter unnecessarily. *(Interruptions)*

SHRI SRIKANTA JENA: Why not? It may be unnecessary for you. *(Interruptions)* Sir, we are really concerned about this. *(Interruptions)*

MR. SPEAKER: You have said all those things. Now, you sit down, please.

(Interruptions)

MR. SPEAKER: Okay. Now, Shri Azad.

(Interruptions)

SHRI BASU DEB ACHARIA (Bankura): Sir, you hear us first.

(Interruptions)

MR. SPEAKER: I am hearing Mr. Nirmal Kanti Chatterjee. *(Interruptions)* No. cross-talk please.

SHRI NIRMAL KANTI CHATTERJEE: Sir, I am sure that you — not only you but also

the entire country – will share our feelings. In India not a single individual would be discovered who does not take pride in the fact that India, in the whole of South Asia, was a shining example of parliamentary democracy. That was since 1947. (*Interruptions*) You will agree to that. (*Interruptions*) You agree to that ! Okay. (*Interruptions*) Please bear with me.

Even in 1948, there was Preventive Detention Act. What happened was that for at least a decade or even more, the political and moral authority of the largest political organisation of the country was, more or less, intact. (*Interruptions*) Let me explain. I am trying to raise the issue. Then you counter. What happened after that was that it began with the Preventive Detention Act, 1948. Increasingly the ruling party, which was still the biggest party, was losing its moral and political authority. (*Interruptions*)

Thereafter in the country what was happening was that in order to sustain power, in order to have a party rule, the development of parliamentary democracy was being thwarted for a narrow short-term consideration of a party majority. Punjab was destroyed. Kashmir was destroyed. Everywhere the toppling game was going on. (*Interruptions*) This was discovered in 1984 in Andhra Pradesh when the NTR Government, despite having a majority, was pushed out. It is unfortunate that once again we are standing on an issue which concerns with Andhra Pradesh MPs. What has happened is that in that effort, in that desire to somehow or other retain the party rule, they have started this thing. We know how the former National Front Government was destroyed. Every single means has been adopted to see that they tried to have a majority. This happened in Tripura. This happened during the National Front Government. This has become now a theme. They could not come here with a majority. They were a minority Government. They continue to be a minority. Therefore, they are, in trying to have their own party rule, stopping at no means to destroy our party. (*Interruptions*)

Therefore, why we want a discussion is that what is at stake is the moorings of parliamentary democracy. All these years, we tried to generate in terms of parliamentary democracy. (*Interruptions*) The stories are there. Even at that time of defection and to day everything went into it: favours, money, hotel, everything (*Interruptions*)

MR. SPEAKER: Now what is thin going on?

(*Interruptions*)

SHRI NIRMAL KANTI CHATTERJEE: Therefore, what we are concerned with is that many important things can be decided in the Chamber. We agree with that. But there are important things in the country which have to be decided in the House. (*Interruptions*)

MR. SPEAKER: Enough of it. Now, please sit down.

SHRI NIRMAL KANTI CHATTERJEE: Therefore, we demand that speakers from various political parties should be allowed to speak. Also, let them know the answer from the Members of the ruling Party or the leader of the ruling Party, as to what their approach to this problem is. Why have they acted in this manner?

MR. SPEAKER: Mr. Chatterjee, you have to sit down now. You have spoken too much.

SHRI GHULAM NABI AZAD: Mr. Speaker Sir,..... (*Interruptions*)

SHRI SOBHANADREESWARA RAO VADDE: What is the memorandum of understanding? What were your offers?

SHRI PRAFUL PATEL (Bhandara): You are also welcome!

SHRI B.N. REDDY (Miryalguda): Mr. Speaker Sir, defections should not be encouraged. In the name of decency and in the name of upholding democratic values, they

all must resign. They must be advised to resign forthwith from the membership of Lok Sabha. The recognition granted to them should be withdrawn immediately. Sir, this is a blot on the face of this august House. *(Interruptions)*

SHRI GHULAM NABI AZAD: Sir, the remarks made by hon. Members of the National Front that Congress (I) is responsible for creating this split are totally irresponsible, uncalled for and far from the truth. Let me, on behalf of this Government, make it very clear that the Congress Party and the Government have nothing to do with the split. This split is their internal matter. If TDP is falling under its own weight because of its internal contradictions and internal differences, we cannot help it. Central remarks made by hon. Members on the other side from the National Front are out of frustration and fear psychosis. I would like to make it clear that we have not encouraged defections and we are not in favour of any split, whatsoever it might be. Our friends from the National Front are always in the habit of levelling charges against the Congress even for those things which are not the concern of the Congress Party. If the National Front feels that maintaining the unity of the National Front is also the duty of the Congress, then Sir, I am afraid, we cannot fulfil that duty *(Interruptions)*

[Translation]

MR. SPEAKER: Shri Paswan, Please sit down.

(Interruptions)....

SHRI RAM VILAS PASWAN (Roser): Mr. Speaker, Sir, he has levelled charges against the entire National Front...*(Interruptions)...*

SHRI GHULAM NABI AZAD: I have not so far levelled any charge. But, if you speak in a loud voice, I will level charges.... *(Interruptions)...*

SHRI RAM VILAS PASWAN: But I am

levelling charges. I level my charge against you. I would like to repeat that the Anti-Defection Bill was passed keeping in view the dignity of the House. We had hoped that there will be some ideology, some morality with the Narasimha Rao Government.... *(Interruptions)....* But I charge that this Government has proved to be worse than any other previous Governments and it is deliberately misusing its offices on the strength of money..... *(Interruptions)*.

Mr. Speaker, Sir, this is my charge. If the hon. Members who have defected have the courage, let them face the elections. Such things are dangerous for democracy.

[English]

SHRI TARIT BARAN TOPDAR (Barrackpore): Sir, he has said that he has resigned from the Party. By doing so he has disqualified himself to be a Member of the House. What is your ruling on this?

MR. SPEAKER: On that point, I have my own ruling. I can give a ruling. Please do not worry about it.

[Translation]

SHRI SHARAD YADAV (Madhepura): Mr. Speaker, Sir, it appears from the cold response of the Government towards the Anti-Defection Bill that this Government is encouraging defection everywhere.... *(Interruptions)...*

The hon. Minister stated that it is not his responsibility. I do not say that running the National Front or any other Party is his responsibility, but it is not good to entice people to the fold of one's party. Within a day several cars came out simultaneously and several people suffered from heart disorder at a time. On the 9th the number of people admitted as heart patients in Bihar is unprecedented in history.....*(Interruptions)*

Is it not your responsibility?

SHRI GHULAM NABI AZAD: Is it our

responsibility to ensure your presence?

SHRI SHARAD YADAV: Fake certificates where produced. Are not the hospitals under Government control.

[*English*]

MR. SPEAKER: I think this House has taken more than half-an-hour now and half-an-hour in Question Hour. One hour is enough for this.

[*Translation*]

SHRI SHARAD YADAV: Mr. Speaker, Sir, it is a very serious matter.... (*Interruptions*).... If you do not want to hear us, we would like to stage a walk out.

[*English*]

SHRI SOMNATH CHATTERJEE (Bolpur): Sir, I will take only one minute. All sections of the House....

(*Interruptions*)

SHRI K.P. REDDAIAH YADAV (Machilipatnam): Sir, they say that we have taken money. So, it is quite appropriate to give me time. I will resign but you first give me time to explain my position.

MR. SPEAKER: I will give time to everybody who want to speak.

(*Interruptions*)

SHRI BH. VIJAYAKUMAR RAJU: Sir, you have not given me time to explain the matter. Please give me some time.

MR. SPEAKER: I will give you time.

(*Interruptions*)

SHRI BH. VIJAYAKUMAR RAJU: Sir, I am asking my colleagues to resign from the Membership of the House. We are all going to resign. I give a challenge; I will resign from the Membership but you should also resign.

We are not afraid of facing the people. We will face the people and come here again. This is a challenge I am giving in this august House. (*Interruptions*).

MR. SPEAKER: I will give time to you also.

(*Interruptions*)

SHRI K.P. REDDAIAH YADAV: Charges are levelled against us.

MR. SPEAKER: I will give you time.

(*Interruptions*)

SHRI BH. VIJAYAKUMAR RAJU: Sir, I give a challenge; I am prepared to resign let them also resign. (*Interruptions*)

SHRI SOBHANADREESWARA RAO VADDE: You resign and go to the people. (*Interruptions*)

SHRI BH. VIJAYAKUMAR RAJU: You should also resign and go to the people. (*Interruptions*)

SHRI SOMNATH CHATTERJEE (Bolpur): Sir, so far as elections are concerned, in this House, all sections, have expressed their grave concern over the use of muscle power and money power. Everybody has said that. (*Interruptions*)

SHRI KODIKKUNIL SURESH (Adoor): That is being done in West Bengal.

SHRI V.S. VIJAYARAGHAVAN (Palghat): Telugu Desam and the Janata Dal have already broken. Mr. Somnath Chatterjee, why are you weeping? Nobody can save it.

DR. DEBIPROSAD PAL (Calcutta North West): Sir, if they say that there is muscle power and money power, there is a perfect example of that and that is West Bengal. Violence, intimidation, rape, muscle power and money power have been used at the time of elections in West Bengal.

SHRI RUPCHAND PAL (Hooghly): That is how he has been elected from West Bengal.

SHRI SOMNATH CHATTERJEE: I am not surprised at their ignorance. Even their Party have said that there have been use of muscle power and money power at the time of Elections. Several reports are there. They are not aware of it. I am not surprised at their ignorance. What is troubling us is that even after the elections, money power is being utilised. Therefore, Sir, what we are feeling disturbed is that whether that cancer will continue to pollute our Parliamentary democracy.

Shri Ghulam Nabi Azad has denied that. Of course he has to deny that.

SHRI GHULAM NABIAZAD: Of course, we have to deny that.

SHRI SOMNATH CHATTERJEE: He has denied that the Congress Party has nothing to do with it. But unfortunately, we are not satisfied with that denial.

Sir, to register our protest in the further decimation of this Parliamentary institution, we walk out.

12.43 hrs.

At this Stage Shri Somnath Chatterjee and some other Hon. Members left the House.

SHRI K.P. REDDAIAH YADAV: Without hearing me, they are walking out. Let them hear me and then walk out. They do not want to hear the facts.

SHRI A. CHARLES (Trivandrum): Sir, during Question Hour, this issue was raised. In all propriety, it should have been taken up only after the Question Hour. As the Speaker, in your own wisdom, have given a ruling that all the Leaders of the Opposition Parties can be called in the Chamber. That would have been the most proper thing. But, unfortunately, the entire Opposition again wants to repeat the game of stalling the proceedings

of the House and waste the valuable time of the House.

I may kindly be given a few minutes time just to remind the Opposition as to what had happened in the last three years in this House and in this country. When the National Front Government came to power, they elected their Prime Minister. At the time of elections, there was a difference of opinion. Shri Chandra Shekhar was here. I was trying to mention this in his presence only but unfortunately, he has left. He was not happy to elect the former Prime Minister Shri V.P. Singh as the Leader.

There was difference of opinion. In their party, some sort of a secret arrangement was made whereby Mr. Devi Lal was first elected Leader and he accepted it. And there was an understanding that he would vacate it; and in the same meeting, Mr. V.P. Singh was installed as the Leader of the Party.

We watched on the TV all over the country how Mr. Chandra Shekhar reacted. He said, that was the last minute fraud that was committed. That was the way the then Prime Minister was elected. We never made any observation here. Nor did we raise it as an issue in the House. The entire Opposition including BJP, Marxist Party and the National Front when they were in Government, had only one programme: anti-Rajiv, anti-Congress. That was the most unfortunate story that happened in the last three years.

Our beloved Rajiv Gandhi was assassinated last year. It was the result of the destabilisation that was created in the last three years, that enabled his assassination.

Now they are frustrated because on the Motion of Thanks On President's Address, they never expected that the Government would win with the difference of 52 votes. They are unhappy; they are demoralised. What has happened in the Top is their internal matter. Why should their dirty. Linen be washed in this august House? If there is any internal problem let them sort out. They

have not. We challenged that from our Party. We do not interfere stand for any of their internal problems. If they break themselves how are we responsible? If some of the programmes we have now brought over here, if some of the economic changes that we have initiated have shown results, why are they annoyed? They always say that we have surrendered our economic sovereignty. But, unfortunately, they have surrendered their intellectual sovereignty. They have no programme; they have surrendered even all their values. So, I feel that this matter may not be discussed here, as you have already ruled that the Leaders be called in your Chamber.

MR. SPEAKER: I have not ruled anything.

SHRI A. CHARLES: Thank you, Sir.

MR. SPEAKER: That was a suggestion I accepted.

(Interruptions)

SHRI SOMNATH CHATTERJEE: They should be taught some parliamentary things. They do not know what is the meaning of walk out, what is the significance?

This was a democratic method of registering a protest.

(Interruptions)

SHRI TARIT BARAN TOPDAR: This indicates that they want absolute power, monopoly, a single party rule. You do not know the meaning of walk out.

(Interruptions)

SHRI LAL K. ADVANI (Gandhi Nagar): I recall that since 1967 the Parliament has been very much concerned about the problem of defection which started in a big way that year. Many committees were formed; many proposals and ultimately in 1985, the Parliament enacted a law to prevent defection.

The objective was firstly to see that the commitment, any MP gives to the people when he returns to Parliament, that commitment is maintained; he stands by that. Secondly, to consolidate the political system, to consolidate political parties to enable parties to crystallise. And therefore, if, for any reasons, instead of consolidation, one finds a fragmentation of parties, one cannot but feel sad. And therefore I do not appreciate the mood of glee I see on the faces of the Ruling Party. *(Interruptions)*. I see very obviously. *(Interruptions)* I am sorry.

(Interruptions)

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI M.M. JACOB): Should we cry in the House? Should we weep in the House? *(Interruptions)*

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RAMGARAJAN KUMARAMANGALAM): Do not cast aspersions.

SHRI LAL K. ADVANI: I could see the kind of remarks that were being made even when this unhappy discussion was going on. The Minister is very right when he says that it is not his responsibility to maintain discipline in your Party; he is very right. He is very right, when he says that out of 13 Members of the Telugu Desam Party, nine absented themselves on the crucial vote, he is not responsible. He is very right in that. I would not blame him for that. But in the course of these remarks that were being made, there was an element of gloating over it that the party has broken up. *(Interruptions)*

I would say that this is not the first instance.

SHRI RAMGARAJAN KUMARAMANGALAM: These are accusations being made without any basis.

SHRI LAL. K. ADVANI: In the last three months, the Janata Dal has broken up, the Shiv Sena has broken up and the Telugu Desam has broken up. And I would say that it is they who are also responsible for this. Not only you. Essentially, what is to be learnt from this episode is that some of the political parties in the field today are in a state of disarray. But what I have to say to the ruling party is, only because you do not have a numerical majority, therefore, do not succumb to the temptation of engineering further disarray, as you have been doing in all these things. *(Interruptions)* I know that for a ruling party which is in your present state, it is not easy to resist from temptation but your credibility would be enhanced if whatever happens there you let it happen on its own and let not these charges be levelled. I do not know. I do not vouchsafe for these charges. But now-a-days charges are being made that those who have decided to side with you, have been paid so much amount. I do not know. If it is happening, if the kind of rumours that go round about money being paid to see that the split takes place, if there is an iota of truth in it — I wish there is none — then you should realise that the Anti-Defection Law, was not enacted merely in order to see that the thing is frozen. And if there is an honest difference of opinion within a party, — I remember the Communist Party broke up; no one accused them of becoming defectors, the CPI and the CPI (M) when they were formed, they were not accused of defecting.

But in all other cases the allegation that they are defecting for some consideration being offered by the ruling party is very much audible, is very much vociferous.

I only wish to emphasise that the time has now come for the entire Anti-Defection Law to be reviewed. The Anti-Defection Law should not be considered only piece-meal. Our experience since 1985 till today, of these past seven years, should make us realise that as it is today, it is becoming a dead letter, which is by passed in various ways, various means and so let us have a second look at this Anti-Defection Law.

SHRI K.P. REDDAIAH YADAV: Mr. Speaker, Sir, I am very sorry that wild charges were levelled against us, especially Shri Raju, K.P. Reddaiah, Dr. Chowdary, Shri Ganga Reddy and Shri Indrakaran Reddy.

You may not be knowing, but our Andhra Pradesh people know what Shri Raju and K.P. Reddaiah are. And I am sorry that, without hearing what exactly has happened, we are discussing in wilderness, in a vacuum.

What has exactly happened is that eight Members went to the Hon. Speaker's House and presented a memorandum.

MR. SPEAKER: What happened in the Speaker's Chamber is not to be discussed in the House; and if you want to discuss, and if everybody wants to discuss, I will allow everything to be discussed.

SHRI K.P. REDDAIAH YADAV: Okay. I am not mentioning it. They are telling about democracy. They are talking about the values of democracy. They are forgetting that even now at this hour, they have taken one of our colleagues as a hostage and are hiding him somewhere.

(Interruptions)

And they are talking about the values of democracy. In the veranda, Mr. Unandra Babu Naidu, who is not a Member and who is the Son-in-law of our earlier leader, Mr. N.T. Rama Rao, was dragging away the members.... *(Interruptions)* They are talking about democracy today. Simply they are saying that the Congress people had given money and all that... *(Interruptions)*

SHRI GHULAM NABI AZAD: I would like to know whether he was dragging the MPs inside the premises of the House or outside... *(Interruptions)*

SHRI K.P. REDDAIAH YADAV: He was dragging inside the premises of the Parliament House. *(Interruptions)*

SHRI GHULAM NABI AZAD: Sir, this is very highly objectionable. How can a non Member of Parliament drag the Members of Parliament inside the premises of the House? How was he permitted to do that? This is highly objectionable... (*Interruptions*) He is not a Member of Parliament and he is not even an ex-MP. He has no right to enter and grapple with the MPs. A non-Member of Parliament has no right to do so.... (*Interruptions*)

SHRI K.P. REDDAIAH YADAV: The House should understand what has happened.... (*Interruptions*) It is a warning signal to all the parties (*Interruptions*) If they were interested to see that this split should not have taken place, they - the Janata Dal Members or the Communist Members - should have come to us for negotiation.... (*Interruptions*) They do not want the presence of Mr. N.T. Rama Rao in the National Front. That is what they wanted. Mr. N.T. Rama Rao was thrown away. The split is not due to N.T. Rama Rao and Congress. The differences were created within us. The great leader Shri V.S. Rao says that he is a democrat... (*Interruptions*) You do not know what is going on inside the Party. You do not know our heart burning and how they are treating the colleagues and the Party members. Is there any democracy in this?... (*Interruptions*) How was Mr. Ajit Singh thrown out? How was Mr. Mulayam Singh thrown out? The leadership of the Parties do not want the mass leaders to continue in their parties. When the mass leader is not accommodated, just like in Punjab, he will go and start a Regional Party. That is how, the Indian politics has been spoiled by the Opposition as well as by the ruling party some time back... (*Interruptions*) Instead of going into the problems, they are simply accusing the Congress Party. It is not like that. And nobody is interested in that... (*Interruptions*) The Janata Dal Members and the Communist Members - you set right your own house and you just nourish, cultivate, the democratic principles in your parties. That is V.P. Singh.... (*Interruptions*)

SHRI MURALI DEORA (Bombay South): V.P. Singh is the biggest defector.... (*Interruptions*)

SHRI K.P. REDDAIAH YADAV: Without the mass leaders like Mr. Ajit Singh, Mr. N.T. Rama Rao, Mr. Mulayam Singh, they want to continue their party as a National Front.... (*Interruptions*) We know how Russia has fallen into pieces. Everybody wants some freedom to speak; freedom to function; freedom to express his opinion as to how people are suffering and what the Kashmir problem is. You do not allow people to speak in the internal party meetings.

13.00 hrs.

Therefore, we have taken the decision on our own. Eight people, majority of the party Members, decided to sit as a separate group, not as defectors. If there is any defector, it is only Mr. Sobhanadreeswara Rao Vadde, who has stabbed Mr. N.T. Rama Rao. Because of him, because of his anti-democratic principles, we have gone out. He does not like backward classes, he does not like Muslims, he does not like Scheduled Castes. Shri Balayogi is a Scheduled Caste man. He wants to go and harass him** ... (*Interruptions*). And what is this Government, this Home Minister doing? He should come forward and give protection to the Members of this House..... (*Interruptions*).

MR. SPEAKER: I will look into the record.

SHRI K.P. REDDAIAH YADAV: Sir, he has failed to protect us. That is why we are taking our own steps to protect ourselves. I have got great respect for N.T. Rama Rao.... (*Interruptions*).

MR. SPEAKER: Please conclude now.

SHRI K.P. REDDAIAH YADAV: It is Mr. Vadde Sobhanadreeswara Rao who initiated this split and finally we had to split.

**Expunged as ordered by the Chair.

SHRI SOMNATH CHATTERJEE: Sir, he made a comment about us. He says that we have not negotiated with him.

SHRI K.P. REDDAIAHYADAV: Not that, they were not interested in N. T. Rama Rao to play politics in the Indian politics. They want that somehow his party should be destroyed. This is what the Janata Dal, Shri V.P. Singh wants. Otherwise, if he was really interested, he could tell his colleagues to behave democratically and behave properly. Then this split would not have taken place...

(Interruptions).

MR. SPEAKER: Somnathji, there is nothing personal or derogatory...

(Interruptions)

SHRI K.V. THANGKABALU: Sir, on the same issue, he walked out... *(Interruptions).*

SHRI P.C. CHACKO (Trichur): I will take only two minutes, Sir. What is happening in this House for the last forty-five minutes, unfortunately, is quite unbecoming of the traditions of this august House. There are certain things happening in certain parties. I only want to tell the Opposition leaders, especially, the leaders of the LF parties, that this is going to continue, not because we are engineering defection in any party but because of their wrong policies. All parties, including Communists, Janata Dal, TDP, are going to face this crisis tomorrow because they are opposing the pro-people policies of the Narasimha Rao Government. They are feeling some prick of conscience, due to their anti-people policies.

Shri Somnath Chatterjee has said about muscle power and money power. If city is flourishing anywhere in the country, it is maximum in Jyoti Basu's West Bengal. He is coming here and teaching us political morals. For the last seven-eight months, all popular policies of the Narasimha Rao Government are being opposed by the Communists and the National Front. This is creating deep problems inside their party.

What has happened in TDP, we are not happy with that. The Congress is not at all happy with the TDP split. If all these sundry parties are going to continue this policy of opposing this Government with a negative attitude, this will continue.

Sir, the rules and procedures of the House...

(Interruptions).

MR. SPEAKER: What is the business at this point of time you do according to the rules?

SHRI P.C. CHACKO: Sir, you have given a directive that these matters may be discussed in the Chamber.

MR. SPEAKER: I have not given any directive, let me make it very clear. What they have suggested, I have accepted.

SHRI P.C. CHACKO: Sir, the so-called senior Members are taking a position that all these matters should be discussed here. We are not against that.

MR. SPEAKER: Now please conclude.

SHRI P.C. CHACKO: Sir, I express my utter dissatisfaction in the way the senior members of the opposition are behaving in this House, throwing all the precedents and all the conventions of this House to the wind. Our party is not at all responsible for the split and we will not engineer any split. But they should know how to behave. *(Interruptions).*

MR. SPEAKER: I will look into it. If there is anything derogatory, it will not form part of the record. Now, Khuranaji.

SHRI SOBHANADREESWARA RAO VADDE: Only one minute, Sir.

MR. SPEAKER: No, Mr. Rao otherwise it will continue. I have called him four-five times. Please cooperate now.

[Translation]

SHRI MADAN LAL KHURANA (South Delhi): Mr. Speaker, Sir, I would like to divert the attention of the House from Andhra Pradesh to Punjab, where.

MR. SPEAKER: You want to speak on Punjab or on Soviet Union, the topic you were supposed to speak on.

SHRI MADAN LAL KHURANA: Mr. Speaker, Sir, I am going to speak on the people of B.J.P. in Punjab.

MR. SPEAKER: Alright, speak what you want to speak.

SHRI MADAN LAL KHURANA: Mr. Speaker, Sir, three weeks have passed since the new Government took over in Punjab. It was only in the last week that 15 non-Punjabi engineers were shot dead in Sangrur and day before yesterday, 20 unarmed innocent persons were gunned down in Bhagwan Nagar and Vishwakarma Nagar in Ludhiana. As it has appeared in the newspapers that about half dozen of these 20 persons were the B.J.P. workers, so much so that 2 of them were the block presidents. My submission is that only those who took part in the elections held on 19th February are being chosen to be killed.

The terrorists came to Bhagwan Nagar and Vishwakarma Nagar in two groups and killed the people at point blank. All of the deceased had bullet marks on their heads and chests. The terrorists came in two groups and in police uniform. Not only the newspapers have published it, we also have got the information that police was given prior information in regard to it, the victims had received threatening letters a few days ago. The police station is just at the distance of 200 metres from the place where the incident took place and the killers remained there for about 15 minutes after committing the heinous crime. They came on foot and also went back on foot. When a CRPF jawan who was deployed to provide security to a Bahujan Party Member was informed about

the incident. He said that it was not his duty to look into the matter and the police came after an hour.

Mr. Speaker, Sir, I would give only one example among the deceased persons a young boy of 16 named Arjun Chopra was also there. His father is a cancer patient. He says that since his son is no more, he has lost interest in life and thus he would not get himself treated for his ailment.

Mr. Speaker, Sir, I am referring to these things because in the last elections B.J.P. took part in the interest of the country. But now the Congress Party is in power there which is accountable to the people. It is under their rule that people are being demoralised and B.J.P. workers who participated in the last elections are being picked on to be killed. Therefore, through you, I would like to submit that the hon. Minister of Home Affairs is also present here. He may kindly direct the Punjab Government to take effective measures to stop the killing of innocent people in Punjab which is proving like a violent stroke to the hope of people of getting protection from the elected Government. Therefore, I would request the hon. Minister of Home Affairs that he may kindly consult the matter with the Chief Minister of Punjab and provide protection to the people and also to the B.J.P. workers being killed in Punjab.

SHRI HARPAL PANWAR (Kairana): Mr. Speaker, Sir, I would like to draw your attention to the atrocities by the police in the Gango town of Saharanpur district. 22 persons including Shri Raseed Masud an MP have been seriously injured. 5 persons out of the total were injured due to the fire opened by the police and 17 due to the lathi-charge.

Day before yesterday, on Saturday, the 14th of this month, an S.H.O. along with another police official of another district tried to enter the house of Shri Rasheed Masud at 9 o' clock. When his nephew stopped them and asked why they wanted to do so, they said that some wicked persons were hiding inside. His nephew refuted their charge. At

this the police officials abused him and also beaten him. Meanwhile, Shri Raseed Masud came there. They even fired from their unlicensed 025 gun which created tension in the entire area and about 2000-3000 people gathered there. In the meantime, Shri Raseed Masud talked to the district officer and the hon. Minister informed them of the incident that had taken place. At this, he deployed several PAC battalions and surrounded the police station. 4-5 thousand people reached the police station. Shri Raseed Masud also reached there and tried to talk to the police official politely in regard to the incident. But the police personnel, the PAC men circled the people and started beating the people with lathis and fired about 30 rounds. 5 persons were injured due to firing and 17 beaten with lathis.

Mr. Speaker, Sir, it is a very serious matter. When on MP cannot be protected, how can a common man be protected. The Government of Uttar Pradesh has been committing utter atrocities. I would like the hon. Minister of Home Affairs to give a statement. It is a very serious matter. It has become very difficult to live there. The Minister of Home Affairs is sitting, he should give a statement....

(Interruptions)....

SHRI TARIT BARAN TOPDAR (Barrackpore): Hand it over to Privilege Committee. *(Interruptions)*. ...

[*English*]

SHRISRIKANTA JENA (Cuttack): Sir, it is a serious matter. *(Interruptions)*...

MR. SPEAKER: Please sit down. Understand why I am standing.

[*Translation*]

MR. SPEAKER: I am on my legs. If the matter solves with your speech then you may continue.

.... *(Interruptions)*....

[*English*]

MR. SPEAKER: I am sorry that Members are only interested in speaking out all these things.

.... *(Interruptions)*....

[*Translation*]

SHRI RAJNATH SONKAR SHASTRI (Saidpur): Mr. Speaker, Sir, please tell something.

MR. SPEAKER: I was on my legs, but you do not even allow me to speak.

....*(Interruptions)*....

[*English*]

MR. SPEAKER: Mr. Minister, I think the Member is involved. You may please get the information.

SHRI M.M. JACOB: Sir, this is a matter concerning the U.P. State Government. It happened in U.P. So, we will get the information from the Government of U.P. on exactly what happened, and we will furnish the details. *(Interruptions)*.

MR. SPEAKER: Mr. Sultanpuri now to speak.

(Interruptions)

MR. SPEAKER: One minute please. I am trying to help you, I am trying to find the solution to the problem. If you please don't cooperate, it becomes very very confusing, we will leave at that. Now, if you are interested, I will just leave it at that point of time.

[*Translation*]

If you want some order then please sit down. My submission is that M.Ps are involved in it. You must have been told as to what is right and what is wrong in it. Taking all those matters. *(Interruptions)*.

MR. SPEAKER: This is not proper. I am helping you, even then you go on speaking.

[*English*]

SHRI SRIBALLAV PANIGRAHI : Mr. Speaker, Sir....

MR. SPEAKER: Please sit down now.

SHRI SRIBALLAV PANIGRAHI: This is after that, Sir, You actually look at us also.

MR. SPEAKER: I will look at you, that is exactly what I am trying to find time. If everybody is standing like that....

SHRI SRIBALLAV PANIGRAHI: I won't like this offer. I have also given notice about police atrocities on Orissa also as in U.P., not that I am standing like this often. (*Interruptions*).

MR. SPEAKER: It may be a serious matter. Please understand that I can deal one after the other. I have called Shri Sultanpuriji, I can call you also. But why don't you understand that I can't go on dealing like this? It is not in consonance with the dignity of the House that all the time I am required to get up and say certain things. Now, you should yourself help me, please.

[*Translation*]

SHRI RAJNATH SONKAR SHASTRI (Saidpur): Mr. Speaker, Sir, please tell him to make a statement by this evening.

[*English*]

MR. SPEAKER: I am not going to tell him.

[*Translation*]

That he should make a statement by the today evening. If he does so, some mistake will be committed and the problem will not be solved.

(*Interruptions*)

[*English*]

SHR! M.M. JACOB: Sir, regarding the issue raised about Punjab, about Sangrur killings, I had made a statement on the floor of the House on Friday giving the details of what had happened.

About the Ludhiana affair, of course, the point expressed by the hon. Member is taken into account and we will communicate this to the State Government and see that necessary actions are being followed up.

MR. SPEAKER: Now, as far as the Member of this House is concerned, please find out what is the fact and let me know.

SHRI M.M. JACOB: Yes, Sir.

[*Translation*]

SHRI KRISHAN DUTT SULTANPURI (Shimla): Mr. Speaker, Sir the National Highway from Kalka to Tibet passes through the towns of Dharampur, Kumharti and Solan. When the national highway was broadened, the shops that came in the way were demolished. Those shopkeepers are very poor. The previous Government had directed the State Government to construct shops for those shopkeepers at a little distance if they were to be demolished at that place, but they have been ousted from the place. I would urge upon the Central Government to intervene immediately. Those shopkeepers have gone to the High Court also to seek justice. They are very disturbed due to this. The Central Government should get them shops constructed at the same place so that they can earn their livelihood properly.

[*English*]

SHRI B.N. REDDY: Mr. Speaker, Sir, one of the major fertiliser units, the Ramagundam Fertiliser Plant is facing closure threat. The impact of the recent economic reforms is being felt by 1,500 old employees of the Ramagundam Fertiliser Plant in the home district of the Prime Minister Karimnagar in Andhra Pradesh. The em-

ployees of the sick unit are agitated as they face retrenchment threat due to possible closure of the unit. This is evident from the fact that the Government had handed over the files of Ramagundam Fertiliser Plant to the BIFR due to the heavy losses which has occurred. It could touch Rs. 200 crores. Though thousands of crores have been sunk into this coal-based unit producing nitrogenous fertiliser, gross mismanagement over the years, non-availability of raw materials and frequent power cuts have contributed to the present predicament.

13.18 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

Surprisingly, two top industrialists have moved into it to take over this unit the moment the Government, as a part of its privatisation drive, decides to auction it as an unviable unit. This has further caused apprehensions and shock in the minds of the workers. Neither the Chief Minister nor the Prime Minister has taken any initiative to sort out the matter so far. Not even the concerned Minister, Dr. Chinta Mohan who also comes from Andhra Pradesh has done anything significant in this direction.

As a matter of fact, certain corrective measures like an immediate grant of Rs. 50 crores including Rs. 25 crores working capital can keep the unit running on the positive side. An amount of Rs. 681 crores split over five years could convert this coal-based plant to a gasified plant with a production of 3,000 metric tonnes per day from the present 1,500 metric tonnes per day. This can be done so as to make the plant a commercially viable and profitable.

Finally, in the interest of the industrial development of our country as a whole, I hope that the Government will take a quick decision to benefit not only the workers but also the peasantry who have increased the use of fertilisers in recent years.

[*Translation*]

SHRI BHUBANESHWAR PRASAD MEHTA (Hazaribagh): Speaker, Sir, the demand for the creation of a separate State of Jharkhand has been there since 1940. Many mass agitations were launched with this objective in mind, but the Government did not pay any heed to it. Earlier only the Adivasis of Chhota Nagpur and Santhal pargana in Bihar supported this movement, but today even the non. adivasis had joined hands with adivasis in support of this demand. These people are demanding a separate State to preserve their identity, art and culture. During the Prime Ministership of the late Shri Rajiv Gandhi, a committee to study the Jharkhand issue was constituted to find a lasting solution to this problem. Shri Vishwanath Pratap Singh also took up this matter and made efforts to solve this problem through a dialogue, but in the meanwhile, his Government lost its majority. The present Government is maintaining silence over this issue. The Jharkhand Mukti Morcha has announced a 'Jharkhand Bandh' on March 21 and an economic blockade from March 22 onwards and efforts are afoot to make them a grand success. All the parties in Bihar have extended their support to the idea of a Jharkhand State. I urge the hon. Prime Minister to hold a dialogue with the leaders of all political parties and solve this problem by creating a separate State of Jharkhand, consisting of the Chhota Nagpur and Santhal Pargana areas of Bihar. If it is not done, then the communist party too would extend its support to the Jharkhand Mukti Morcha (JMM) and launch an agitation. I urge the hon. Prime Minister to take necessary action in this regard.

[*English*]

SHRI SRIBALLAV PANIGRAHI: I would painfully draw the attention of the august House through you to a very very serious incident, a barbarous and uncivilised incident which took place in Cuttack on 5th March, when there was a *bandh* being observed protesting against rigging resorted to by the Janata Dal at the time of civil poll in

Cuttack city. This *bandh* call was jointly sponsored by the BJP, Left Parties — CPI, CPM— and the Congress-I. You can imagine the seriousness of the rigging. All these Parties who are sitting here have jointly sponsored the *bandh*. In the course of the *bandh*, when it was being observed protesting against large scale rigging resorted to by the Janata Dal at the time of civil poll, Chairman's elections, Smt. Vijayalaxmi Sahu, General Secretary, Orissa Pradesh Congress-I Committee was offering dharna. She was assaulted and molested by the police. I am just reading an extract from the newspaper report: Mrs. Sahu alleged: Despite vehement opposition from her co-*bandh* call activists present at the spot, police held her saree and dragged her into the street before taking into custody. She was literally stripped in the street. "One of them even took me unaware and lifted my saree and crushed my bangles."

This is the type of atrocities committed by the police which are quite barbarous and unchristianised. I draw the attention of the Government through you what sort of reign of terror which is let loose by the police there, what sort of atrocities being committed by the police there.

Anybody who has any regard and respect for womanhood in the country will simply hang his head in shame. I would request the Government of India to take note of it and let them also enquire about this incident and report, when they come out with the report of police atrocities which took place elsewhere. (*Interruptions.*)

SHRI M.M. JACOB: Sir, I assure you. This is a State subject. I can call for the report from the Government of Orissa....

MR. DEPUTY-SPEAKER: Thank you.

[*Translation*]

SHRI RATILAL VARMA (Dhanduka): Mr. Deputy Speaker, Sir, the O.N.G.C. is conducting a ground survey in some villages under the Sagar Taluk in Gujarat. However

the farmers, through whose fields, the O.N.G.C. vehicles pass, are not informed in advance as a result of which scores of their vehicles now down and destroy their crops, ready for harvest.

It is my humble request to the Government that the farmers through whose fields there heavy vehicles would be moving, should be informed in advance and the Government should compensate for the losses of the farmers.

SHRI MAHENDRA KUMAR SINGH THAKUR (Khandwa): Mr. Deputy Speaker, Sir, the temporary Director-General of All India Radio, belonging to the Engineering Cadre, has ordered to convert 26 Radio Stations into relay centres and stop the production of programmes at these stations, in utter disregard to the sentiments of the people. Some of these stations which are being converted into auxiliary stations are well-known for their excellent programmes and have been on the air for a long time. They include the stations at Allahabad, Varanasi, Gorakhpur, Najibabad, Rampur, Raipur, Gwalior, Indore, Khandwa, Chhindwara and many other. Such a retrograde step would tantamount to a negation of AIR's professed objective of preserving and promoting the local language and culture and involving the local people in its programmes. Now, production at these stations would be stopped and programmes relayed from Delhi would be forced down their throat. People want to listen to programmes in the mother tongue. If this move is carried forward, it would give birth to resentment in the minds of the people and the Government will have to face the hostility of the masses. This decision of the Director-General is anti-people and anti-Government. The Government just cannot deny the people, access to local programmes. If the sentiments and aspirations of the people do not find expression in their native language, the very objective of these relay centres would fail. It seems that under the guise of austerities, the Director-General wants to reduce the number of programme Executives and promote the interests of the Engineering Cadre and in the

process, he is putting at stake, the interests of the Government and the people.

Sir, you are requested to urge the Government to withdraw this retrograde decision aimed at denying participation to the people, at their respective Kendras (Stations). (*Interruptions*)

[*English*]

MR. DEPUTY SPEAKER: Kindly excuse me. I think it ought to have closed at 1 o'clock. There are others. Now it is already 13.30 hrs. During Zero Hour, we are bringing very very ordinary matter on the floor of the House. kindly sit down. Kindly excuse me.

13.27 hrs.

PAPERS LAID ON THE TABLE

Annual Report and review on the Working of Hindustan Steel Work Construction Ltd. Calcutta for 1990-91 etc.

[*English*]

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SONTOSH MOHAN DEV): 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:-

(a) (i) Review by the Government on the working of the Hindustan Steel Works Construction Limited, Calcutta, for the year 1990-91.

(ii) Annual Report of the Hindustan Steel Works Construction Limited, Calcutta, for the year 1990-91 along with Audited Accounts and comments of the Comptroller and Auditor General thereon. [Placed in Library See. No. LT-1554/92]

(b) (i) Review by the Government on the working of the Bharat Refractories Limited, Dhanbad, for the year 1990-91.

(ii) Annual Report of the Bharat Refractories Limited, Dhanbad, for the year 1990-91 along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

(2) Two statements (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (1) above. [Placed in Library. See No. LT-1555/92]

(3) A copy of the Memorandum of Understanding for the year 1990-91 between the Metallurgical and Engineering Consultants (India) Limited and the Ministry of Steel (Hindi and English versions). [Placed in Library. See No. LT-1556/92]

Notification under Rice Milling Industry (Regulation) Act, 1958 and Annual Report and Review on the Working of the Modern Food Industries (India) Ltd. New Delhi for 1990-91 with Statement for delay in Laying their papers.

THE MINISTER OF STATE OF THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI GIRIDHAR GOMANGO): I beg to lay on the Table —

(1) A copy of the Rice Milling Industry (Regulation and Licensing) Amendment Rules, 1991) (Hindi and English versions) published in Notification No. G.S.R. 753 (E) in Gazette of India dated the 24th December, 1991 under sub-section (4) of section 22 of the Rice Milling Industry (Regulation) Act, 1958. [Placed in Library. See No. LT-1557/92]

(2) 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 Modern Food Industries (India) Limited, New Delhi, for the year 1990-91.

(ii) Annual Report of the Modern Food Industries (India) Limited, New Delhi, for the year 1990-91 along with Audited Accounts and comments of the Comptroller and Auditor General thereon.

- (3) A statement (Hindi and English versions) showing reasons for delay in laying the papers mentioned at (2) above. [Placed in Library. See No. LT-1558/92]

Annual Report and Review on the working of the Central Power Research Institute, Bangalore for 1990-91 with Statement for delay in laying these papers.

THE MINISTER OF STATE OF THE MINISTRY OF POWER AND NONCONVENTIONAL ENERGY SOURCES (SHRI KALP NATH RAI): I beg to lay on the Table —

- (1) (i) A copy of the Annual Report (Hindi and English versions) of the Central Power Research Institute, Bangalore, for the year 1990-91 along with Audited Accounts.
- (ii) A copy of the Review (Hindi and English versions) by the Government on the working of the Central Power Research Institute, Bangalore, for the year 1990-91.
- (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-1559/92]

13.28 hrs.

MESSAGE FROM THE PRESIDENT

[*English*]

MR. DEPUTY SPEAKER: I have to inform the House that the Speaker received the following message dated the 13th March, 1992 from the President:-

"I have received with great satisfaction the expression of Thanks by the Members of the Lok Sabha for the Address which I delivered to both Houses of Parliament assembled together on the 24th February, 1992."

13.29 hrs.

MATTERS UNDER RULE 377

- (I) **Need to lay railway line between Vishrampur and Ambikapur in Sarguja district, Madhya Pradesh**

[*Translation*]

SHRI KHEL SAI SINGH (Sarguja): Mr. Deputy Speaker, Sir, Sarguja is an Adivasi dominated district of Madhya Pradesh. The means of transportation are inadequate. All the political parties have been demanding the extension of the railway line from the Vishrampur railway station under the South-Eastern Railways, to the district headquarters at Ambikapur. The poor adivasis, harijans and others are facing severe financial hardships, due to the non-availability of transportation facilities. Their problems have aggravated, following the hike in bus fares by 45%. The Central and State Governments earn revenue to the tune of Rs. 550 crores annually, from coal, wood, Bamboo Bauxite etc. obtained from Sarguja district.

Therefore, it is my humble request to the Union Government that it should lay a 23

kilometer railway line from Vishrampur to the district headquarters at Ambikapur and provision for the same should be made in the Eighth Five Year Plan.

- (II) **Need for setting up a Parliamentary Committee to review the working of scheme for conversion of dry latrines into low cost sanitation units**

SHRI CHHEDI PASWAN (Sasaram): Mr. Deputy Speaker, Sir, under the Scavenger Rehabilitation Action plan, the Central Government has only provided the designs and draft of the plan to the State Government for converting dry latrines into Sulabh Shauchalay' in the residential houses, which is to be strictly followed. Under this Action Plan, financial assistance and grant is made available from the funds allocated by the Centre and the State Governments provide assistance only to those people who undertake conversion of dry latrines into Sulabh Shauchalayas through the sulabh international.

But the Sulabh International, which has the monopoly over this work in Bihar and other states, is undertaking this conversion job in such a way that the new lavatories too are dry and this bottom surface remains 'Kuchcha'. Moreover, the norms regarding quantum of water to be used and the distance to be kept between the lavatory and the handpump laid down by the Sulabh international themselves amounts to admission of the fact that such lavatories lead to pollution of groundwater and air and that these latrines are to be cleaned between every three to six years, which is bound to create problems for the people in the villages and cities. Further, a big chunk of the State Government's allocation for Scavenger rehabilitation scheme is diverted to re-construction of community latrines, as a result of which dry latrines in residential areas are not converted and the money is utilised for urban development.

Therefore, I urge the Union Government to break the monopoly of one company

over this scheme and constitute an inquiry committee consisting of Lok Sabha Members, to go into the merits and demerits of the said scheme.

- (III) **Need to run express trains between Haldibari - Sealdah and Coochbehar - Sealdah daily**

[English]

SHRI JITENDRA NATH DAS (Jalpaiguri): Sir, I beg to draw the attention of the Government to the fact that it was a long-standing demand of the people of North Bengal for introducing express trains, one from Haldibari to Sealdah and another from Coochbehar to Sealdah. The Government has decided to introduce both the trains. But I am sorry to state that it has been decided to run these trains tri-weekly. This will not solve the acute problems of travelling faced by the people of North Bengal. The only express train, the Darjeeling Mail, fails to accommodate all the passengers of the area of Coochbehar, Jalpaiguri, Darjeeling, Siliguri which are very busy business centres and Tea areas from where people often have to come to Calcutta for various purposes. Therefore, I urge upon the Railway Minister to run the said train daily instead of tri-weekly.

- (IV) **Need to provide adequate financial assistance to state government of Sikkim to encourage bamboos plantation in the state.**

SHRIMATI DIL KUMARI BHANDARI (Sikkim): Sir, Sikkim is perhaps the only State in the country having large varieties of bamboos. There are cultured and wild bamboos which can be grown in almost all variable altitude in Sikkim. Bamboos have multifarious uses and if grown in abundance and in a planned way, labour-intensive handicraft industry can be developed in the State. It can also provide raw-material for paper industry. Apart from this, there is growing demand of bamboo shoots not only in the country but from foreign countries

[Smt. Dil Kumari Bhandari]

also. This can be helpful in earning valuable foreign exchange.

I request the Central Government to provide adequate financial assistance to the State Government of Sikkim to encourage bamboo plantation there.

- (v) **Need for conversion of Palamaner Ananthapur Kurnool Chittoor Naldupeta Tirupati and Palamaner Venkatagiri Kota Roads as national highways**

SHRI M.G. REDDY CHITTOOR: Mr. Deputy-Speaker, Sir, I wish to bring the following matters under Rule 377.

The length of National Highways in Andhra Pradesh is 2352 kilometres only which falls short by 3188 kilometres to make up 5540 kilometres as per norms. Andhra Pradesh is one of the few States where no State Roads were upgraded as National Highways since inception. The State Government have proposed upgrading the following State Roads as National Highways in the State of Andhra Pradesh.

1. Palamaner to Ananthapur connecting N.H. 4 to N.H. 7;
2. Kurnool to Chittoor - 369 kilometres;
3. Naldupeta - Tirupati - Chittoor connecting N.H. 5 and N.H. 4 - 130 kilometres;
4. a) Palamaner - Venkatagiri Kota - Kuppam (in Andhra Pradesh) Vepanapalli - Krishnagiri (in Tamil Nadu) - 160 kilometres.
b) Palamaner - Kolar Gold Fields (KGF) - 100 kilometres.

As such I humbly request the Central Government for early conversion of above mentioned State Roads as National High-

ways for the proper development of the backward area.

- (vi) **Need to clear applications for grant of licences for setting up new sugar factories in Uttar Pradesh**

[Translation]

SHRI JANARDAN MISHRA (Sitapur): Mr. Deputy Speaker, Sir, I would like to draw the attention of the House towards this important issue under rule 377.

Although, India is the largest sugar producing country in the world, yet from the production point of view India hardly fulfills the domestic requirements. Uttar Pradesh is the largest sugar producing state of India and sugar industry is the biggest industry of the State. Approximately 30 lakh sugarcane growers and lakhs of labourers are directly associated with it, but only 33% of the total sugarcane production is crushed and remaining 67% sugarcane is used in 'Khandsari' units, jaggery, fodder and seeds etc. only. In this way two-third of the total production of sugarcane can't be crushed. At present the Union Government is helping in setting up the co-operative and public sector mills for crushing sugarcane but due to economic constraints the Government is unable to set-up the mills required for it. As private sector is being encouraged to set-up other industries under new-industrial policy, I think, similarly it should be encouraged to set up sugar mills also so that the sugarcane produced by the farmers can be crushed and they can get proper price of their produce. From this point of view only the Government of Uttar Pradesh has sent the proposals to the Union Government with its recommendations for setting up sugar mills in private sector which are still lying pending for approval.

Therefore, I submit to the Union Minister of agriculture to immediately issue licences considering all the applications for setting up the with submitted by the Government of Uttar Pradesh, so that crushing

facilities may be provided in Uttar Pradesh and growing discontentment among the farmers may be removed.

(vii) **Need to constitute a Bundelkhand Development Council with adequate Centre: Funds**

SHRI RAJENDRA AGNIHOTRI (Jhansi): Mr. Deputy Speaker, Sir, I would like to draw the attention of the House towards this important issue under rule 377.

Well-known historical Bundelkhand area of Madhya Pradesh and Uttar Pradesh comprises 1 districts of Madhya Pradesh and 5 districts of Uttar Pradesh. Water resources of this are common. Drinking water and irrigation facilities are possible only by the joint efforts of the Governments of the both the States. But the problems of irrigation and drinking water facilities are not solved.

Means of transport can only be strengthened by the joint efforts of both the Governments. In these circumstances, it is requested to the Central Government that a Bundelkhand Development Council should be constituted, for which there should be a separate financial budget and the Central Government should provide necessary financial help for this purpose.

SHRI AVTAR SINGH BHADANA (Faridabad): Mr. Deputy Speaker, Sir, I would like to submit that 75 percent of the telephone lines in my constituency are not functioning. *(Interruptions)*.

[English]

MR. DEPUTY SPEAKER: Whatever you have given in writing, you have to read that and that only goes on the record.

(Interruptions)

SHRI PAWAN KUMAR BANSAL (Chandigarh): Sir, the Rule does not say it in so many words.

(Interruptions)

MR. DEPUTY SPEAKER: I appreciate him because he is speaking for the first time. We have got a great liking for his efforts. But the question is whatever text has been approved by the Speaker, only that shall go on record.

(Interruptions)

MR. DEPUTY SPEAKER: Have you given it in writing?

(Interruptions)

SHRI PAWAN KUMAR BANSAL: Sir, I am on a point of order. *(Interruptions)* Sir, kindly permit me. On this matter only, I am on a point of order. Kindly see Rule 377.

(Interruptions)

MR. DEPUTY SPEAKER: I will tell you about the Rule. According to Rule 377 (c), sub-clause 2, only the text approved by the Speaker shall go on record. Therefore, whatever you have given in writing, you have to read that and that only goes on record.

(Interruptions)

SHRI PAWAN KUMAR BANSAL: If you do not find anything, which has to be recorded, than that is a different things. *(Interruptions)*

MR. DEPUTY SPEAKER: Shri Bansal, according to Rule 377, whatever you have given in writing, has to be approved by the Speaker and that approved text only can be read out and that will go on record. And the Government will definitely respond to your demand. There is no doubt about it.

(viii) **Need to ensure proper functioning of telephones in Faridabad and its adjoining towns**

[Translation]

SHRI AVTAR SINGH BHADANA: Mr. Deputy Speaker, Sir, telephone lines in Hodal

Taudu and other areas of my constituency are disrupted for the last six months. The subscribers are being charged even for non-functioning of telephone lines and as a result of that discontentment is mounting in the area.

Therefore, I request the Central Government to take action for streamlining the telephone system in Hoḡal. Taudu and other areas of Faridabad so that people may get relief.

[English]

13.42 hrs.

*The Lok Sabha then adjourned for Lunch
till Forty Five minutes past Fourteen of the
Clock*

*The Lok Sabha re-assembled after Lunch
at forty-nine minutes past Fourteen of the
Clock*

[MR. DEPUTY SPEAKER *in the Chair*]

RAILWAY BUDGET 1992-93 GENERAL
DISCUSSION—*CONTD.*;

RESOLUTION RE. RECOMMENDA-
TIONS OF THE RAILWAY CONVENTION
COMMITTEE—*CONTD.*;

DEMANDS FOR GRANTS (RAILWAY,
1992-93—*CONTD.*

AND

SUPPLEMENTARY DEMANDS FOR
GRANTS (RAILWAYS) 1991-92—*CONTD.*

[English]

MR. DEPUTY SPEAKER: The House shall now take up further discussions on Item Nos. 6 to 9 listed in today's agenda. Shri S. B. Thorat to speak.

SHRI SANDIPAN BHAGWAN THORAT (Pandharpur): Mr. Deputy Speaker, Sir, while welcoming this Rail Budget, I would like to congratulate the hon. Minister, because this Rail Budget is prepare for the common man. Railway is a commercial organisation. It is not a ordinary task to run such a big organisation. According to date of 1951, there was total track of 51 tousand kilometre in our country. Whereas now it has increased to 62 thousand kilometres. It means that there has been an increase of 10 thousands kilometres. But populationwise we find that in comparison to 1951 there has not been sufficient increase in railway tracks. Our hon. Minister of Railway is accommodating such a large population, therefore it is necessary to congratulate him.

It is being discussed since two days. I was hearing the leaders of opposition. They mentioned that our budget is influenced by the conditions of the World Bank and I. M. F. But I think that there is not such thing. I would like to say to the leaders of the oppositions that in this rail budget there is a provision of changing 6000 kilometers metre gauge line into broad gauge line. it is not a simple task.

I would like to say one thing about the conversion of railway line in my constituency. Miraj-Latoor is a narrow gauge line in my constituency. We have requested many times to the hon. Minister to convert it into broad gauge. My constituency Marathawada is a backward area and industrialists are not willing to go there due to meter gauge line. Therefore, I request the hon. Minister that our area should also be included in this conversion plan. 45 years ago when once I was going to Pandharpur from Kuibadi to appear in Vernacular final examination, at that time I was 14-15 years old. After leaving the station the train stopped at a short distance I got down to find out, why the train has stopped. A buffalo had come before the train and the driver got down to drive away the buffalo from the path and then he started the train again but after covering one or two kilometres, the train stopped again we got

down to know the reason this time we saw that the same buffalo had again come on the railway track. It shows that the the speed of trains is very slow.

Pandarpur is a very big region where there is a temple and people come from far and wide to this temple. A fair is also held there, but no work has been done for the convenience of the passengers. Therefore, the railway facilities should be provided there. Kurduwadi is a big junction where there is a railway workshop where coaches are Manufactured. I request the hon. Minister that this should be handed over to Bharat Earthmovers. The people of backward areas over there will get work.

The second thing is that Vadi station is a very busy station, but there is no arrangement for drinking water. The Government of Maharashtra in this connection has also sent its suggestion to you. For the water supply the share of the railways is 87 lakh rupees, which is essential. I would request the hon. Minister to take the action in this regard very soon.

The third thing is this that a passenger train should be introduced between Puna and Sholapur for the convenience of the poor people . Sholapur is a very big city whether there are many leather factories. Sugarcane is grown there and wagons are not available for transportation of sugarcane. Therefore, I would like to make a suggestion that the quota of the wagons should be increased.

Mr. Deputy Speaker, Sir, a portion of railway track between Bombay and Dond on Bombay-Bangalore line has been doubled but still there remains a portion on this line upto Vadi which needed to be doubled so I suggest to double this portion of track also. I also request to electrify Pune-Sholapur and Sholapur Vadi railway line.

Hon. Sir, you gave me time to speak, I would like to thank you for this.

15.00 hrs.

DR. RAJAGOPALAN SRIDHARAN (Madras South): Mr. Deputy Speaker Sir, I am happy that I have been asked to speak on the Railway Budget presented by the hon. Minister of Railways in this august House by my party.

Mr. Deputy Speaker Sir, the Railway Minister has indeed an unenviable job before him. He has to depend more and more on resources generated internally and at the same time he has to find resources for the growth and development of this vast transport network without however placing an undue burden on its users. We as a nation cannot afford to see the Railways sliding to join the pitiable family of sick industries. As the hon. House is aware, if the growth of the Railways is stunted or if the operation of the Railways becomes unviable, it is the economic well being of the nation which will in the ultimate analysis suffer. For the Railways constitute an important component of the infrastructure. Considering the constrains faced by him, I must say that on the whole the hon. Railway Minister has done a fairly good job in formulating his budget proposals.

I would like to make a few suggestions by way of constrictive criticism and to bring into focus, some of the thrust areas which would demand particular attention and action.

15.02 hrs.

[RAO RAM SINGH in the Chair]

As a public utility run on commercial times, the Railways has to enhance their revenues even while bringing down their costs, causing the least hurt in the process. The accretion to revenues has to come through increasing volumes rather than increase in rates but we have to recognise the limits to which this can be stretched. The reduction in expenses has to be brought about by cutting costs without however cutting corners.

[Dr. Rajagpalan Sridharan]

The Budget speech has brought out how the Railway men have always risen to the occasion and how they arrested the falling trends of revenue earning traffic by loading more than a million tonnes a day during the last quarter of 1991. Such efforts will have to be continued and encouraged by among other things suitably motivating the staff and enthusing them to sustain and in fact improve upon their own performance.

The Budget speech also mentions how the working expenses are under heavy strain and how stringent financial control enables the Railways to absorb post-budget surpluses. The Minister has also refused to implement an action plan, cost control and cost reduction monitoring.

Regarding generation of revenues without dipping to any significant extent into the pockets of rail users, we have to think of tapping to a larger extent of revenue sources within the Railways.

The House would like to know whether all such resources have been identified and a time-bound action plan to raise resources through them drawn up. For example, are the Railways satisfied with a question whether the system for generating revenues through commercial advertisements has been put to its optimum use? Similarly, what are the proposals and what is the achievement in disposing off scrap and other unwanted stores to the best advantage of the Railways? Again, are the practices on the Railways and the attitude of the Railway men oriented towards recycling its used products looking upon them as resources rather than as useless waste? These are only a very few thoughts that would suffice to show the considerable scope available for such useful activities. The hon. Minister has referred to the steps being taken for the better use of land with which precious resource the Railways are blessed with in abundant measure. The House would like to know from him the progress made and the time-frame for generating revenue from this resource.

I would like to emphasise here that a larger public is involved in raising resources for the Railways by putting their land real estate to use as increase in fares and freights hurts the common man and it is to be done with utmost care and caution.

When it comes to cost reduction, I think there is considerable scope for it on the Railways. For example, Railways consume material in vast quantities. The issue of stores to Railways consumers has been to the tune of Rs. 3200 crores during 1989-90. You can see how enormous the scope is for value engineering and analysis. Is enough attention paid to consumption of materials during the operation and maintenance even at the design stage? I would suggest that the hon. Minister take House into confidence by laying on its Table, essential particulars of the action plan for cost reduction on Railways. This will provide an opportunity to the hon. Ministers to make useful and concrete suggestions for implementation of the plan and if possible for improving upon it.

The Railways have on its rolls 16.51 lakh employees and 1.45 lakh casual labours. The Railways have successfully nurtured amongst its employees a strong sense of identity and pride of belonging. The labour force, which is a part of the Railway family has met many challenges and faced situations with courage, should at no stretch of imagination be retrenched but if the force is more it can be used to train in other fields like Computers and clerical works. Labour is not against modernisation. Labour should be retained in their fields of activity so that they adapt to the modern methods of modernisation. In this connection I would personally thank the RPF and RPSF Personnels who are all a part of this big family. All these people have been built up by following generous and enlightened personal policies and active participation in staff welfare activities which includes subsidised Housing, free medical care, education, sport and recreational activities.

A network of 114 hospitals and 670 health units service the medical needs of

Railway men. The headquarters hospital at the Southern Railway in Peramangalam, Madras has been consistently doing good work in heart care, Cardiac catheterisation and Cardiac vascular surgery. Thanks mainly to the vision and dynamism shown by Dr. T. J. Certain and his team of most talented doctors. The cardiac bypass surgery, the heart valvular replacement done at this Centre has been of the highest quality.

The railways have wide network of educational institutions for all sections of the schools and colleges affiliated to that of the State and the Central Boards. The maintenance of the schools is pathetic. I would like the hon. Minister to bestow his personal interest in maintaining the schools.

Modernisation of the Railways stations has been taking place. I believe that about seventy stations have been selected for modernisation. Sir, I would like you to modernise the Tambaram and Mambalam stations of Madras Beach. Chengleput, Metre gauge suburban traction. These two stations have been mainly used by the students and office goers from and to Chengleput. These two stations are also the alighting and de-training stations of the Madras Beach, Thirunelveli main and Chord line meter gauge line. The cleanliness in all the railway stations leave much to be desired. A task force was created. What they are doing?

During my last Railway Budget participation, I have made a special mention that Tambaram, St. Thomas Mount and Chrompet Railway level crossings have to be provided either with a subway or overbridge. No efforts has been made so far in this direction. I make a strong plea to immediately start the work of building an overbridge across the level crossing connecting East and West Tambaram Railway Stations in the Southern Railway. Work should simultaneously start for building a subway in Chrompet and St. Thomas Mount Railway level crossings.

The MRTs envisages a mass transit system in the most dense corridor of Madras city to provide relief to commuter traffic. This

is a surface-cum-elevated structure along the Buckingham Canal. It was to provide connection from Madras Beach to Taramani Sections. I am sorry to say that this system is now pruned for a distance of 8.55 kms. from Beach to Luz only has been sanctioned. I request the Hon. Minister to complete the entire project connecting Beach to Taramani before the end of this century. The work from Beach to Luz which is in progress should be done on a war-footing. The amount allotted for 1991-92 is only Rs. 13 crores. This is too meagre for the work to be completed by 1992. An amount of Rs. 25 crores should be granted for the use of the Railways.

The most immediate need is the extension of the Broadgauge line from Villivakkam to Anna Nagar on the Madras Central-Thiruvallur Section. The Railways can also think of considering a circular rail route connecting Madras Central and Tambaram via Anna Nagar, Poonamallee, Porur, St. Thomas Mount to Tambaram. This will completely take the load off the already loaded surface transport system of Madras city;

2. Second phase of Karur-Dindigul-Tuticorin broadgauge line project to be taken up. Between Madurai-Maniyatchi, there should be a parallel line to the existing metregauge line;

3. A new broadgauge line connecting Karur to Salem should be taken up;

4. Increasing the frequency of broadgauge electric traction between Madras Central-Tiruvellore-Gummidipoondi and to increase the speed of the electric train thus reducing the time of travel;

5. To increase the number of coaches from 8 to 9 in all electric trains;

6. A new train on the metregauge from Madras Egmore to Tiruvannamalai stations;

7. An overbridge from Royapuram should be taken up quickly; and

[Dr. Rajagpalan Sridharan]

8. Introduction of Rajdhani Express from New Delhi to Madras should be there.

Sir, I would like to make a request on behalf of all our MPs and ex-MPs to the hon. Railway Minister to do this. I would request him to give at least two passes for ex-MPs in a year. He was kind enough to give one Railway pass for each ex-MP during a year.

The hon. Railway Minister has shown vision, courage and determination in presenting this year's Budget. I would like to compliment the hon. Minister of Railways and his team of dedicated staff. I support the Railway Budget 1991-92.

SHRI RAM KAPSE (Thane): I rise to oppose the anti-worker, anti-middle class and anti-people Budget of the Railway Minister. We, the Bombay commuters, had thought of some relief, but the Minister has presented such a Budget, especially, for the commuters of Bombay, that this Budget will not be supported, even by Congressmen from Bombay, Am I right Mr. Digne? He will not be in a position to support this.

SHRI ANBARASU ERA (Madras Central): We will support it. You are wrong.

SHRI RAM KAPSE: I am absolutely sure.

MR. CHAIRMAN (Shri Rao Ram Singh): Mr. Kapse, you stick to your views.

SHRI RAM KAPSE: On the 14th of September, 1990, the same Railway Minister had presented a Status Paper on Bombay Suburban Railway Service; and there were 22 projects which were enlisted. We, the commuters of the Bombay Railway, were waiting for the station of at least one of them. But, there are only four on-going projects; and from 5 to 22, not a single project has been sanctioned by the Railway Ministry. So, no new facilities added.

MR. George Fernandes, while present-

ing his Status Paper said as follows:

"This state of affairs has to change. Today. Not tomorrow. And it is possible to change it. Now."

After two years, our Railway Minister said, nothing doing; no sanctioning of any-one project; as far as Bombay is concerned.

About fare hike, this is unparalleled fare hike in the history of railway. It is ranging between 5 per cent to 61 per cent, when we are not having even a comfortable standing place. No, new facility added, when you, yourself, say that Bombay's load is the highest in the world. In your Status papers, para 27 reads as follows:

During busy periods, however, 1740 passengers travel standing, increasing the number of passengers to 2592 per train, known as 'dense crush-load'. In the morning peaks and evening peaks, however 2556 people manage to travel standing, taking the total number of passengers per train to 3408, called 'super-dense crush-load.' Crowding is so heavy that there are about 10 passengers to a square metre. This makes the occupation of the suburban trains in Bombay so heavy that there is no parallel to this in the world. The suburban trains of the Central and the Western Railways carry 48 lakh passengers daily."

No, new facility, no new railway; only you are giving a new fare hike.

Again, this is not the first time. I have got a table of the hike from 1966. I used to travel from Kalyan to Bombay; and I used to pay Rs. 12.35 for a monthly season ticket; and after this hike, I will have to pay Rs. 115 per month for a second class travel; it is ten times in the last 25 years. Every year there is a hike; and the passengers survey which was conducted in 1981 was your own survey; and the monthly income which was shown by the Passengers Survey Committee was from Rs. 215 to Rs. 1000 only. This

is the common man who travels, who is the commuter of Bombay. And here my friend has said today that this is the common man's Budget; if this is the common man's Budget, then what is the Budget of the uncommon man?

Therefore, there were spontaneous demonstrations. For three days, the railways were not working in Bombay. This spontaneous demonstration by suburban commuters in Greater Bombay is only a pointer to the right indignation shown by the citizens.

The contention of the Railway Minister is that there should be a further hike in the suburban railway fare. Why? Because, they feel that—I expect that you will withdraw this hike—the suburban service is incurring losses. As far as Bombay is concerned, I am absolutely sure that the Bombay suburban service is not incurring any loss.

As I read a paragraph from your own book, 'super dense crush load' trains are running for 24 hours, the track utilisation is maximum and rake utilisation also is maximum and actually when the Railway Board changed its norms of costing from 18 per cent, the loss shown last year was six per cent. So, it could come down. So, I suggest that the Ministry may appoint a committee to go into the costing of suburban railways and you will yourself find that in Bombay it is not running in loss. It is not working in loss. You contention that the Bombay suburban service is incurring loss is absolutely wrong and we are prepared to prove it if you give us a chance.

Another point is, subsidised service is not necessary for Bombay according to your contention. Again, it is a wrong contention. Subsidies are given throughout the world as far as the railways are concerned, in France, in Japan and in England. Every Known nation gives subsidies as far as suburban Railways are concerned.

SHRIE. AHAMED (Manjeri): Subsidised food also.

SHRI RAM NAIK (Bombay North): Subsidised food is given to poor MPs only.

SHRI RAM KAPSE: About the effect you mentioned and the Railway Minister has said it, that as far as food is concerned, the freight hike will not be there. But as far as books are concerned, which is food for me, there the freight rate is from Rs. 17 to 30 and again more than seven per cent. Even books they do not leave, how can they leave the suburban commuters?

Then the other point is since 1858 there is subsidised travel in Bombay. You can go through the time-tables and you will find it yourself. In 1928 the then Governor had suggested to GIP Railway to give a subsidised travel to the people of Bombay. So, since 1858 it was in practice and now you want to take it out. Bombay commuters live at far off places like Kasara; not that they like to travel more than 120 kilometres daily, but they do travel daily. For hours together they have to be in the trains. They do not like it. They do not like to stand for three hours daily. They are travelling in that manner because the whole business community and the Government business is centred in South Bombay. What can we do? These are the Bombay people who stay in *Juggies* and *Jhompdees*. They have to travel like this.

Also, Bombay subscribes to 40 per cent of the national wealth. Only a meagre part of it is spent on Bombay. If agriculture and export based industry deserve subsidy, we definitely deserve subsidy such more than that. Therefore, subsidies should be continued if at all there is any. As far as I am concerned, I am absolutely sure that Bombay commuters are not getting any subsidy from the Railways. One more suggestion is that you spend for anti-pollution drive. The Government spends for roads. Then, you spend for Railways. That will be more useful for the nation. There will be less pollution; there will be less traffic jam and people will be benefited as far as metropolitan cities are concerned.

In 1986 you transferred the expenditure

[Sh. Ram Kapse]

for metropolitan railways to the Urban Development Ministry. Are they spending? They are not spending at all. So, neither you spend for us; nor the Urban Development Ministry spends for us; nor the State spends for us. We are nobody's baby. The Government takes money from you but does not pay. The poor Railway Minister, should I ask you to resign? This is the condition.

Is there a real necessity of having a uniform tariff as far as all cities are concerned? There was a practice that Bombay commuters bear charges differently. If Calcutta is running at loss; if Madras is running at loss; if Delhi is running at loss and Bombay is not incurring any loss, why should we spend for all those travellers? Bombay travellers pay the charges. They do not travel without ticket. They are not doing that offence. Should they start travelling without ticket? Do you expect them to do that? So, if your contentions are all wrong, then you please withdraw the hike totally.

My suggestions are: change the norms for accounting and costing; appoint a Committee to decide about more rational norms about costing; withdraw the hike; per ticket face should not have any bearing on the season ticket; and about the mobilisation of resources, you do. Here, your status paper mentions ten ways of mobilisation of resources - sharing of capital cost; different levies; bonds; terminal charges; private investments; commercial exploration; external loans; contribution from the employers. Have you tried in any of these directions? You left out all the nine ways and only one was left for you and that is, poor commuters. You are charging them. You did not try in any other direction. You know how to mobilise the money but you have not tried that. So, you first start trying in that direction and then if at all there is any loss, it can be subsidised by all these ways.

There is a wide scope for improvement on the working of the Railways. Also decide about the priorities and act upon it.

Two years before, the General Manager, Central Railways had sent a proposal for Dombivali terminus costing only Rs. 96 lakhs. And even after two years, it has not been cleared. There is need for opening of new stations like Gurwai, etc. There are so many things which you have to decide but there is no decision, there is no action in that direction and there are no new facilities given.

Against this fare hike, the Bombay commuters had an agitation for three days. They are waiting for the finalisation of the Budget. We have moved a Cut Motion and I request the House to please support it because ultimately the people cannot bear this burden. So, please do away with this.

SHRI ANANTHA VENKATA REDDY (Anantapur): Mr. Chairman, Sir, I support the Railway Budget. I would like to congratulate the Government for this pragmatic and realistic budget presented by the hon. Minister.

I am very happy that there are some proposals in the Railway Budget for general improvement of the railways and also for completion of certain on-going projects and for the taking up new projects. For this purpose and also for the general improved of the Railways, I think the hon. Minister is justified in increasing the fares and freights to some extent.

We are developing our country and this raising of fares and freights is inevitable.

Sri, you are aware that Guntakal is one of the major junctions in South India, between Madras and Bombay. It has got metre gauge as well as broad gauge lines. Guntakal junction is directly connected with Secunderabad metre gauge via Dronachalam, Kurnool and Mahboobnagar. I congratulate the hon. Minister for his proposal for conversion into metre gauge from Dronachalam to Secunderabad and also for conversion of Guntakal to Guntur into broad gauge line. I congratulate the hon. Prime Minister, Shri P. V. Narsimha Rao particularly in this regard.

I would like to make a few suggestions regarding new railway lines in Andhra Pradesh. There is a junction at Gooty and also a junction at Dronachalam. I propose a new railway line from Gooty to Dronachalam because there is a great need for laying a new railway line from Gooty to Dronachalam. The distance from Gooty to Dronachalam will be about forty kilometres and the existing route from Gooty to Dronachalam via Guntakal is about 100 kilometres. This will obviously shorten the distance from Bangalore to Secunderabad and consequently the running time of Karnataka Express from Bangalore to Delhi can be reduced. The survey has been completed. I request the hon. Minister to take up this work at an early date.

I also propose a new railway line from Nandyal to Yerraguntla. The survey was completed long back. There is a great need for laying a new line from Nandyal to Yerraguntla.

I, therefore, request the hon. Minister to take up that work also.

I also propose a new railway line from Guntakal to Tumkur via Uravakonda, Kalyanadurg, Pavgada and Madakasira. The hon. Minister is aware that Pavgada is a very important pilgrim centre in that part of the State. I am sure that if the above work is taken up, it will fetch good income to the Railways also. I request the hon. Minister to consider this proposal.

There is one train Jyanti Janata Express running between Bombay and Kanyakumari. It travels via Gooty, Tadpatri and Giddapah. There is no stoppage for this train at Tadpatri. I may mention that the Bombay-bound and Kerala-bound passengers of Nandyal, Koilkuntla and Panyam constituencies were coming to Tadpatri to board this train when it was stopping there earlier. Unfortunately there is no stoppage for this train at Tadpatri. There is a great need for stoppage of this train at Tadpatri. The People are agitated over this issue and I am afraid that the situation is very exolo-

sive. I requested the Railway authorities number of times about this matter. I was informed by them that there are two trains on this matter. I was informed by them that there are two trains on this route, namely Bombay - Madras Mail and Bombay - Madras Express. But I submit that this train does not go to Madras. It goes to Kanyakumari via Arkonam. So, there is a great need for stopping this train at Tadpatri.

There is a train from Hazrat Nizamuddin to Visakhapatnam. I am sorry to state that the catering facilities in this train are very poor. The train runs for two nights and goes at a very slow speed. I request the hon. Minister to speed up the train and also arrange for better catering facilities.

Lastly, I may mention that the consultative committee was constituted in South Central Railway for betterment of railway facilities. It was stated that there would be at least one meeting per year. I request the hon. Minister to have at least two meetings per year so that we can discuss the problems of the area and more opportunities are available for it. I may mention that not even a single meeting is held so far. I request the hon. Minister to direct the authorities to have a meeting at an early date.

The hon. Minister was pleased to send letters to all Members about the catering facilities in the trains. I hope and trust that hon. Minister will take suitable action in this regard.

With these words, I support the Railway Budget presented by the hon. Minister. Thank you.

[Translation]

SHRI MOHAN SINGH (Deora): Mr. Chairman Sir, I would like to thank you, for giving me time to express my views on this Railway budget which is anti-people. I regret to say that this budget is not only anti-people, but is also anti railways department. You must not have seen any such person or organisation in the world which does not

[Sh. Mohan Singh]

want to increase its family or its responsibilities and its sphere, except this railway department.

About, 16 1/4 lakh people have been working in this department for many years. It has been a constant effort on the part of railways to reduce this strength rather than increasing it. In the same way, Sir, he has put forth a plan for expansion of railways, but the budget does not specify as to how many new railway lines will be constructed. This is certainly true that provision made in the last year's budget for laying new railway lines and expansion etc. has been reduced to half this year. The provision which was there in last year's budget has been halved in this year's budget.

Yes, this is certainly true that they propose to convert more rail lines this time and even in this, there is a big problem. If the railway line is converted or is electrified then casual labour is needed for that. But the strength of permanent employees is not raised. But if a new railway line is constructed and if new railways stations are opened and if expansion work is undertaken then the strength of temporary railway workers is increased. We do not see any such ambitious plan in the budget that is why we condemn budget and that is why we oppose it. Indian railways is also symbol of the unity of India. It links far off places of India and it also plays a vital role. This budget does not aim at ending the regional imbalances.

If we make an overall assessment we will find that very less railway track has been electrified in eastern U. P. and Bihar. Electrification of railway line is not taking place in that area. If you really want to stop this criticism then the Bihar railway line between Howrah and Mughalsarai and Patna be electrified very soon. You must make the announcement regarding electrification of this line while replying to the debate on the Budget.

China had invaded India and at that time

for the purpose of strengthening the Indian borders, at that time a very long highway was constructed to join the North-east and western borders of India. Today parallel this road, there is a railway line which links Gauhati. In this budget a proposal for the electrification of the railway line from Ambala to Moradabad has been included.

But there is no indication in this budget for doubling a railway line and for electrifying it. That is a border railway line, and it has a special importance. Whenever India has been attacked, this railway track has played an important role. It should be doubled electrified and expanded. Gorakhpur is the headquarters of eastern railway. The general manager's office is located there. But there is no office of Divisional there. From the newspapers we have learnt that 5-6 zones are being opened which include Jabalpur and Ahmedabad also. Why Gorakhpur has been left out? A Divisional office should be opened there also. One ambitious plan is that of Chhitoni-Bagha. There is a proposal to expand the railway bridge and the railway line to link U. P. and Bihar. There is also a proposal to spend Rs. 150 crore for that railway line. I regret to say that the U. P. Government and the Bihar Government have not made any contribution towards it and the U. P. budget has also been presented.

In this annual budget no provision has been made for this bridge. But if State Government fail to make their contribution for one or the other reasons such as paucity of funds etc., then we should write them in this connection. We should put pressure on them but if Central Government also does not do anything on one pretext or the other then it is beyond our comprehension. In the current financial year, you have allocated only Rs. 15 crore for it while this scheme is to be completed by 1994. If this kind of carelessness continues, I do not think that this ambitious plan will be completed even by 2000 A. D. Its cost is also increasing constantly. The railway department always takes up a big project in its hand, the project should be completed within the stipulated time. So that there is no increase in its cost. The Water

Resources Ministry has provided Rs. 5 crore for this purpose I would like to say that in this same budget for the Chittoni Bagha bridge, 50 crore rupees should be allocated, so that it can be completed by 1994.

The chart which he has presented shows that number of railway accidents have declined but the number of people dying in railway accidents comparison to other years has increased, because the number of superfast trains is increasing. Old passenger trains have been renamed and are called superfast. If one superfast is moving on a track then another one should not be allowed to run on the same track. The Railway Department is befolding the passengers and extracting extra money from their pockets merely by converting old express trains into super fast trains. The Railway Department is reducing the number of passenger trains and neglecting them, there by causing hardships to the poor people of far flung villages who used to travel to big cities. I would like to request you that the number of passenger trains should be doubled in proportion to the number of super fast trains which are being introduced. The Railway Department should take note of it.

I would like to say that *ex gratia* payment of Rs. 2 lakhs being paid to the next of the kin of the deceased in the railway accident is very meagre. The passengers who travel by air and road are insured. It should be introduced in Railways also. If you change 10 paise per ticket from all the Railway passengers on this item, you will earn Rs. 11-12 lakhs. This money can be spend on the *exgratia* relief. The amount of *exgratia* should be increased to Rs. 5 lakhs and I have suggested to the hon. Railway Minister as to how to collect it.

Secondly, I would like to say a few things about privatisation. As far as the Railway property is concerned, its land is being encroached. A new concept should be adopted in this regard. If we allot Railway land to the villagers on lease for the purpose of afforestation and farming for ten years, the land would be protected and the rural

people would be provided employment. In addition to this, the educated unemployed should also be provided employment at the Railway stations. There is A. H. wheeler company which sells book at the Railway stations. It has a monopoly in selling books for a long time. The contractor has got this assignment on old rates. The contractor sells the books at new rates. He has kept minor boys as servants. They sell the books there. The company is fleecing the passengers. I would like to urge upon the hon. Railway Minister to reconsider about the renewal of this contract and contract of other stalls at all the Railway stations. They should be allotted to educated youths for the purpose of selling books so that they could earn their livelihood. It would be a welcome step. Therefore, it is imperative to cancel the contracts in respect of A. H. wheeler and allot these to educated youth on a little enhanced rates.

With these a few suggestions, I oppose the Budget because it is anti-people. I hope the hon. Minister would reply keeping my suggestions in mind. With this expectation. I conclude.

[English]

SHRI E. AHAMED (Manjeri): Mr. Chairman, Sir, I rise to support the Railway Budget proposals moved by the hon. Minister of Railways, Shri Jaffer Sharief. The Railway Budget can be described as a balanced budget taking into account various proposals that the hon. Minister has made.

I have my own reservation with regard to the treatment meted out to my State, when various schemes have been announced by the Minister in the Railway Budget. However, on the whole one will be able to see the budget as a positive one, in the present economic crunch that the country is facing.

We have to take into account the position of the Indian Railways as Asia's largest and the world's second largest system under single management. The country is having more than 7000 railway stations and also

[Sh. E. Ahamed]

with a regular staff of 70 lakh persons. This is such a vast system comparing to other Railways in the world. But at the very same time, we must also consider whether this Railway under single management, run could be run as efficient as that of Euro Rail. The Euro Railway in European countries which is passing through various countries having the different system of Administration is being run most efficiently comparing to our Railways having one single management system. Therefore, an important duty is cast on the administration to run the Railway efficiently and also to avoid all the avoidable expenditure.

I cannot subscribe the philosophy of the Minister coming to the House all the time raising the freight and fare. The hike in fare and freight, according to the, is unavoidable to a reasonable limit only. Why does the Railway not consider of tapping untapped resources in its possession? For example, there is vast extent of land in possession of the railways and if it is effectively utilised, that will bring more resources to the Railways. The land could also be converted for remunerative purposes which will strengthen the resource mobilisation of the Railways.

I congratulate the Minister for fixing the priority of the Railways first to conversion of line from metre gauge to broad gauge.

I congratulate the hon. Minister again for priority given for on the completion of the on - going projects.

Further I venture to request the hon. Minister to consider exploiting the resources already available with the railway which have not been tapped so far and to utilise them effectively to provide amenities to the railway passengers.

I may avail of this occasion to express my sense of resentment that Kerala State has not been treated as it should have been treated by the railways. Kerala is the one State which brings a very large amount of

foreign exchange and that is helpful to the country and even to the railways. Apart from the fact that one or two ongoing projects are to be completed, no new trains have been given to Kerala excepting that the frequency of ond! one trains has been increased.

I do not know whether the railway will be able to complete the work of Quilon - Trivandrum doubling with only Rs. one lakh provided in the Budget.

As far as Malabar region of Kerala State is concerned, the railway has completely forgotten to provide anything to that area. Neither there is a train nor any doubling of the railway track or any other new facility.

I, of course, express my deep sense of gratitude to the hon. Minister for having ordered the techno-engineering survey on my proposal which I made on the floor of the House in the last Budget speech to have a new railway from Nilambur to Feroke.

But apart from ordering that one, I do not know why the Government have not included Shornur - Mangalore doubling in the proposed projects.

Malabar region of Kerala is a part of the railway ever since the railway was started a century ago. But even now we are experiencing the taste of the century - old railway whenever we travel in the old compartments which have been given to our area by the Southern railway.

The hon. Minister was kind enough to visit our area and he himself has certainly appreciated our deplorable condition I hope the Government will actively consider some of the demands of the people from that region.

There is a provision made in the Budget to step up the provision for the passenger amenities from Rs. 31 crores to Rs. 50 crores this time. Sir, even though it is not sufficient still, I may make some suggestions for the kind consideration of the railways.

In the longdistance trains, there is no facility to provide drinking water to the passengers. Passengers are to run for water to quench their thirst only at the time of the half of the train at some station. When the Government is giving many amenities, why do not they also consider providing drinking water facility in the long - distance trains?

Another suggestion of mine to the hon. Minister is to engage a doctor and one or two staff in all the long distance trains. Many a time, when some of the passengers fall ill, the Superintendent of the train and other people attending, the guard and others, will have to run helter - skelter or wait for the next station to reach for the medical assistance to be made available.

16.00 hrs.

The Railway should arrange a doctor and staff for the long-distance passengers.

I have got another request. The people of Kerala are coming all the way from Kerala to Delhi and *vice versa*. It is strange that the Kerala Express and such other express trains stop at every station starting Delhi. I do not know why these train, the Kerala Express etc is being stopped at every station. These are mainly long-distance trains. The trains will be full of passengers. As far as Kerala Express is concerned, the train will be full of passengers from Delhi to Kerala. Instead of stopping at Mathura, Agra and Gwalior, at least there must be one stop from Delhi to Bhopal by which the Railways will be able to save 10-15 hours a day. Therefore, the Minister should consider avoiding this unnecessary stoppage everywhere for long distance trains.

I would like to bring to the notice of the Minister another important thing. There is a superfast summer special train. There is only one train from Delhi to Kerala which runs only once a week. Taking into account the number of passengers who travel, at least the frequency should be increased to two.

There is another important aspect. We,

the people of Kerala, have to maintain constant touch with Bombay. At present, the Netravadi Express runs thrice from Mangalore and twice in a week from Cochin. At least, it should be made to run every day... *(Interruptions)* Also, there is no ticket available.

MR. CHAIRMAN: Please wind up.

SHRI E. AHAMED: Before winding up, I want to tell one thing. The hon. Minister can very well understand the difficulties of the passengers of Karnataka and Kerala. From Bangalore, it is very difficult to reach Mangalore passing through Calicut and Cannanore. There is only one train, the Island Express, running between Bangalore and Kanyakumari, between Karnataka and Kerala. The Minister should actively and seriously consider introducing a new train from Bangalore to Mangalore. I would even request the Minister to name it after Kunahali Marrikkar who was the Naval chieftain of Raja Zamorin, who fought against the Portuguese colonialism. At least, to honour such luminaries and the people who stood for the communal harmony, it should be named after Kunhalj Marrikkar. Marrikkar cannot be forgotten. Some other new names have already been given to the new trains. Why not you name it after the naval chieftain, the latelamented Kunhali Marrikkar and introduce a new trains?

Sir, I want to mention one important thing. Kerala being the Southern-most State, it is very difficult to get the raw-material from North Indian States. Now, the Railways say that if they take only one rake, they will provide it. *(interruptions)* Sir, I will take two only minutes. It is very difficult to get the materials from the Northern States to the Southern States. The Railway say that the small industrialists etc. should take a rake-load of materials. How can a small - scale industrialist, and other small industrialist be able to take one rake - load of the raw-material from Northern India? Such people should be given single- wagon facility by the Railways. Therefore, this condition of asking them to take the rake-load should be discon-

[Sh. E. Ahamed]

tinued and discouraged in order to encourage the small - scale industrialists from the Southern States enabling them to take their material by single wagon.

Sir, we are having a lot of rains during the monsoon season in Kerala. Our Railway Stations have been partly covered by roofs. The Railways say that this is the norm taking into account the passengers and other aspects. If they take such a stand, it will be very difficult for us... (*Interruptions*) Please bear with me. Therefore, I would request the hon. Minister that the people of Kerala should also be given their due.

Again, supporting the Budget proposals of the Railways, I hope the hon. Minister will give consideration to the facts I have mentioned.

MR. CHAIRMAN: Now, I request Shri Eudardo Faleiro to make a statement on the Foreign Secretary's visit to the United States of America.

16.05 hrs.

STATEMENT BY MINISTER

Recent Visit of the Foreign Secretary to the United States of America

[*English*]

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (SHRI EDUARDO FALEIRO): Sir, I rise to make a statement on the recent visit of the Foreign Secretary to the United States of America and other related issues which have been raised during Zero Hour in the past few days.

The Foreign Secretary visited Washington, March 9-11, for talks on matters of mutual interest. IndoUS consultations at the Foreign Secretary's level are a regular feature in our bilateral relations and generally

cover the whole gamut of Indo-US ties.

Hon. Members have in the past few days raised a number of pertinent issues relating to Indo-US relations. I would now like to address some of them specifically.

Hon. Members made reference to the so-called Pentagon Paper, extracts of which appeared in the US press on March 8, 1992. The paper is actually a draft which outlines USA's perceptions and strategies in relation to the entire world. The report is not a specific position paper on India or Pakistan. However, the paragraphs of particular concern to India, as they appeared in newspapers in the United States are the following I quote:

"We will seek to prevent the further development of a nuclear arms race on the Indian subcontinent. In this regard, we should work to have both countries, India and Pakistan, adhere to the Nuclear Non-Proliferation Treaty and to place their nuclear energy facilities under International Atomic Energy Agency safeguards. We should discourage Indian hegemonic aspirations over the other States in South Asia and on the Indian Ocean. With regard to Pakistan a constructive US-Pakistani military relationship will be an important element in our strategy to promote stable security conditions in South-West Asia and Central Asia. We should therefore, endeavour to rebuild our military relationship given acceptable resolution of our nuclear concerns."

And the other things which appeared in the newspapers is and I quote:

"The US may be faced with the question of whether to take military steps to prevent the development or use of weapons of mass destructions..."

The Foreign Secretary was instructed to immediately take up these negative references to India. In his meeting with the Deputy Secretary Mr. Lawrence Eagleberger

and the Under Secretary for Defence Mr. Wolfwitz, the Foreign Secretary conveyed our serious concerns on the above. He was informed that this document was a draft paper prepared by middle level Pentagon officials and would be subject to review and modification. India's concerns have been noted by the US and modifications would be made to take them into account. Foreign Secretary was categorically told that there was no perception at US policy making levels which rejected the negative references to India contained in the Pentagon Paper. Officials of both the State Department and the National Security Council with whom the Foreign Secretary raised India's concerns, informed him that the paper does not reflect the position of the US on various issues dealt with and that it is subject to further review.

On the reported Pentagon advocacy for a continued substantial US military relationship with Pakistan, the Foreign Secretary strongly conveyed our views that while it was a bilateral matter between the United States and Pakistan, this would naturally have consequences in terms of Indian assessments and policy orientation.

I would now like to take up the issue of India's position regarding the Non-Proliferation Treaty. There have been some misleading reports that have appeared in the press that India would sign the NPT. Some hon. Members had raised this specifically in Parliament. I would like to categorically state that there is no change in India's position with regard to the NPT. In Washington, the Foreign Secretary reaffirmed our position that India would not sign the NPT since it considered the treaty to be discriminatory. The Foreign Secretary unambiguously put forward India's views in this regard.

I would like to make a clear distinction between India's position on the NPT and her position on nuclear non-proliferation. India has always been against the proliferation of nuclear weapons and her record in this regard is second to none. Speaking at the Security Council on January 31, 1992, Prime Minister had set out India's views in this

regard. He recalled the Action Plan for Disarmament put forward at the Third Special Session on Disarmament in 1988 by the late Prime Minister Rajiv Gandhi which sought to eliminate all weapons of mass destruction in stages, eventually leading to a nuclear-weapon-free and non-violent world. PM said and I quote:

"The Plan contended and all key elements of a new international consensus on nuclear non-proliferation. First, it called for the conclusion of an international convention on the prohibition of the use of threat of use of nuclear weapons. Second, it advocated a comprehensive test-ban treaty. Third, threshold states would undertake obligations not to cross the threshold and this would be linked to corresponding obligations by nuclear-weapon states to eliminate their nuclear arsenals by the year 2010 at the latest."

Prime Minister in fact advocated advancing this time-frame to the year 2000. The House is aware that on the issue of signing the

MPT, India has been under pressure for several years past, including pressure from the erstwhile Soviet Union. We have consistently taken a principled stand to the effect that while the treaty is discriminatory, what is needed is total and complete nuclear disarmament, brought about by balanced, simultaneous, comprehensive and time-bound measures on the lines advocated by India's Action Plan presented at the Third Special session of the UN on Disarmament in 1988. Copies of the plan are available in the Parliament Library. The Prime Minister has elaborated India's stand on all occasions when the matter was raised both in multilateral meetings and bilateral talks.

Honourable Members had also referred to the 5-Power Conference proposal put forward by the United States to discuss security issues, including nuclear non-proliferation in South Asia. During his meeting

[Sh. Eduardo Faleiro]

with President Bush in New York on January 31, 1992, Prime Minister detailed Government's position on this. The Prime Minister told President Bush that India was concerned about uncontrolled proliferation of nuclear weapons and did not see how this new phenomenon could be stopped merely by measures of policing. Proliferation had taken on a global dimension and required a global approach. India was prepared to talk to the US on non-proliferation but given the practical situation and ground realities, India had to consider on how deal with the problem. This reality could hardly be dealt with in a meeting of 5 States as such a meeting could become only an exercise in acrimony.

In Washington, Foreign Secretary reiterated India's stand on the above lines in regard to talking bilaterally with the US on the latter's concerns on nuclear non-proliferation.

Some Honourable Members had referred to the proposal for Indo-US joint naval exercised. India has defence cooperation with several friendly countries, including the United State. Indo-US defence cooperation is focussed on exchange of professioned information, high level visits and training. In this context, joint training exercises will be undertaken by the Indian and US Navies. It is the Government's view that these training exercises would be professionally useful to our Navy. No agreement has been signed in this regard. I wish to state that the Indian Navy has recently conducted an exercise with the Australian Navy.

It is very important Mr. Chairman that India remains committed to the Indian Ocean being an area without conflict. India would like to see the maintenance of peace and stability in the Indian Ocean region, free from intimidation or rivalry in pursuance of the objectives outlined in the 1971 Declaration of the Indian Ocean as a Zone of Peace.

Hon. Members are aware that the Special 301 investigation against India on the

issue of Intellectual Property Rights has been terminated. The United States Trade Representative had, however, announced on 26 February, 1992 that an Inter-Agency Committee will be mandated to develop options for possible implementation and action if the facts so warrant. Honourable Members know that trade-related IPR issues are being discussed and negotiated in the GATT under the Uruguay Round of Multilateral Trade Negotiations. It is in this context that Foreign Secretary has conveyed that Indo-US consultations could continue at the Uruguay Round to narrow down differences wherever possible.

In conclusion, the talks that Foreign Secretary conducted with US officials were in a spirit of mutual understanding and friendliness. These talks will continue. (*Interruptions*)

SHRI NIRMAL KANTI CHATTERJEE (Dumdum): Sir, the latest report says that they had decided not to supply rice to Cuba.

(*Interruptions*)

SHRI BASU DEB ACHARIA (Bankura): Sir, can we raised some issues? We want to put some questions.

(*Interruptions*)

MR. CHAIRMAN: The House shall now take up discussion on the Railway Budget.

(*Interruptions*)

SHRI SAIFUDDIN CHOUDHURY (Katwa): There has to be some discussion on this. Is the Government agreeable for it? There should be a discussion on the whole gamut of Indo-U.S. relations. That is very important for the House and for the country. Sir, we are also giving a notice. (*Interruptions*)

[*Translation*]

MR. CHAIRMAN: It would no be easier if you speak one by one.

SHRI RAM VILAS PASWAN: We want to have a discussion on this statement...

[English]

SHRI SAIFUDDIN CHOUDHURY: All that I am demanding now is that there has to be a discussion and the Government must agree that they are going to help a discussion to be raised in the

House on the statement made by the Minister, taking the whole gamut of the Indo-US relations.

MR. CHAIRMAN: I will put this view to the Speaker and ask him to discuss it with the leaders of different parties.

[Translation]

SHRI RAM VILAS PASWAN: That is what we wanted to say. It is an important issue and therefore, it should be discussed. It is for you to decide, when it is to be discussed.

[English]

SHRI NIRMAL KANTI CHATTERJEE: A clarification can be sought immediately about export of rice to Cuba.

SHRI BASU DEB ACHARIA: Why that paper was prepared by Pentagon of it is not so important as stated by the Minister? Why that paper was prepared by Pantagon? As he is saying, when the discussions are held, why that paper was prepared?

MR. CHAIRMAN: You cannot prevent the Pantagon from preparing any paper.

SHRI BASU DEB ACHARIA: We would like to know whether that question was asked. Let him clarify.

MR. CHAIRMAN: How can he clarify as to why the Pentagon prepared the paper? This is unreasonable. How can India's Foreign Minister clarify as to why the Pentagon prepared a paper?

SHRI BASU DEB ACHARIA: What was the necessity of the paper? When the discussions were held, was that question asked by the Foreign Secretary or not?

SHRI NIRMAL KANTI CHATTERJEE: He has given a reference to the questions which were raised Zero Hour. One of the questions was that under pressure we are refusing to send rice to Cuba. There was a statement by the Commerce Minister that we will send rice to Cuba and we will not yield to the pressure of USA. But the recent reports indicate that ultimately the Government has decided not to export rice to Cuba. But there is no reference in his statement to that. What we want to know therefore is whether or not the Government stands by its earlier pledge that the thousand tonnes of rice will be exported to Cuba.

[Translation]

DR. LAXMINARAYAN PANDEYA (Mandsaur): I want to draw the attention of the hon. Minister towards Joint Indo-US naval exercises about which a reference was made in the House earlier. Is it a fact that the Ministry of Defence had protested that it was not aware of the joint naval exercises? That is why it is an important issue. We want to have a full discussion on it. The hon. Minister is present here. He should accept it.

[English]

SHRI SOMNATH CHATTERJEE (Bolpur): Do we take it that it that until there is a full-fledged discussion, there will be no joint Naval exercise?

SHRI ANNA JOSHI (Pune): We would like to know whether the Defence Ministry has taken any objection.

MR. CHAIRMAN: Mr. Joshi, this is not a question-answer session. Your question has been noted. The Minister is taking note of everydaything. I will tell the Speaker that Saufiddinji, Paswanji and Somnathji are keen to have a discussion on this subject. He will discuss it with the leaders of parties and if

they can adjust it, I am sure they will try to have a discussion.

SHRI RUPCHAND PAL (Hooghly): On several occasions the hon. Minister of Commerce has given an assurance that without discussions in this House regarding Dunkel proposals, no progress will be made. But Mr. J. N. Dixit has declared that the discussions will take place within the framework of Dunkel proposals. Who has authorised Mr. J. N. Dixit, the India's Foreign Secretary to say like that? we are being told one thing on the floor of the House whereas another thing is being done.

SHRIMATI MALINI BHATTACHARYA: Sir, the intellectual property rights is one of the most hotly debated issues in the GATT negotiations. As a matter of fact, in 1989 the Indian Government had under protest only agreed to include the issue of intellectual property rights within the GATT negotiations.

Now, we are being told that a narrowing of differences is being considered. So, we want to know as to at whose cost this narrowing of difference in taking place. When the Commerce Minister has agreed that without a full scale discussion on this issue, no decision will be taken, who authorised the Foreign Secretary to make statements about intellectual property rights and narrowing down of difference on that issue?

[*Translation*]

PROF. PREMDHUMAL: Mr. Chairman, Sir, I would like to say only one thing. There is no practice in this House to raise questions on the statement of the hon. Minister. You have accepted the right suggestion to consult Mr. Speaker regarding holding a discussion. It is my suggestion and the House would also agree with me that the Government should give an assurance that they are ready for a discussion on it. Mr. Speaker should allot time for the discussion. But the Government should give an assurance today itself to have a full fledged discussion on it. (*Interruptions*)

[*English*]

SHRI SUDARSAN RAYCHAUDHURI (Serampore): Sir, the hon. Minister has stated that the Government of India continues to think that the Indian Ocean would be considered as a zone of peace. But, it is reported that the Foreign Secretary, Mr. Dixit has told in Washington that the very concept of Indian Ocean being a zone of peace is a nebulous concept. (*Interruptions*)

SHRIMATI GEETA MUKHERJEE: Sir, Shri Bhogendra Jha is waiting for a long time. You are allowing speakers from the same party to speak. Why do you not ask Shri Jha to speak? (*Interruptions*)

SHRI SUDARSAN RAYCHAUDHURI: That is why, I think it is good that there shall a joint naval exercise of Indian and US Navy. (*Interruptions*)

[*Translation*]

SHRI BHOGENDRA JHA (Madhubani): Mr. Chairman, Sir, the matter is very serious. It is not so light as the hon. Minister has considered it. Neither the House nor the country will tolerate it. India, is committed to the belief that Indian Ocean be treated as a zone of peace. Even the U. N. O. has passed a resolution that Indian Ocean is a zone of peace. But U. S. A. does not want this. Today, there would be naval exercise in that zone of peace. With whom? It is being done with the U. S. A. who does not want Indian Ocean to remain a zone of peace. Is not India violating the norms and going against the Resolution adopted by the U. N. O.? Till now our policy had been quite different. We cannot control America. That country can do anything. We are becoming a party to it. This is an unusual thing. Sir, the Dunkel proposal is a multi-dimensional one.

MR. CHAIRMAN: Mr. Jha, you have started your speech. If you want to make any clarifications, the hon. Minister will note them down.

SHRI BHOGENDRA JHA: I am talking

about clarification. A Cabinet - level discussion will not suffice. Mr. Dixit has already given an assurance to the U. S. that the Dunkel proposal will be implemented. A discussion on this subject must be held in the House and the Government should clarify the matter...

(Interruptions)

[*English*]

MR. CHAIRMAN: Mr. Minister, do you want to say something?

(Interruptions)

SHRI EDUARDO FALEIRO: I am always one on this. If you want me to, I will.
(Interruptions)

MR. CHAIRMAN: He is not bound to. If the Minister would like to say something, he is welcome. But, he is bound to give any answer.

(Interruptions)

SHRI EDUARDO FALEIRO: If you want, I will.

(Interruptions)

MR. CHAIRMAN: Mr. Minister, in case you are prepared for any point that has been raised for clarification by the hon. Members on this side and you would like to say something, you are most welcome.

But you are bound to make any comments on that.

SHRI EDUARDO FALEIRO: Very well, Sir. In that case, I will only say this much.

(Interruptions)

SHRI SHARAD DIGHE (Bombay, North Central): Any discussion on the Minister's statement would be a wrong precedent. You have allowed Members to speak. *(Interruptions)*

MR. CHAIRMAN: I have given you an opportunity.

(Interruptions)

MR. CHAIRMAN: Kindly sit down. There is no discussion being allowed.

SHRI SHARAD DIGHE: Our rule does not allow any discussion.

(Interruptions)

MR. CHAIRMAN: There is no discussion.

(Interruptions)

[*Translation*]

MR. CHAIRMAN: Shri Basudeb Acharia, please take your seat. I have given you two opportunities to speak.

SHRI BHOGENDRA JHA: Please as the hon. Minister to continue whatever he was saying.

[*English*]

MR. CHAIRMAN: No discussion is being allowed. ...*(Interruptions)*...

[*Translation*]

MR. CHAIRMAN: Shri Basudeb Acharia, why are you getting up again and again?

[*English*]

In my discretion, I had given an opportunity to some of the hon. Members to voice their doubts on the statement. Now there is no discussion allowed as such. And the hon. Minister is not bound to give any reply.

(Interruptions)

MR. CHAIRMAN: Kindly do not interrupt. Mr. Khurana, You are a senior Member. It does not behove you to interrupt the Chairman in this manner.

I have already pointed out to you that I will bring this to the notice of the Hon. Speaker. He would discuss it with the leaders of the various parties whether a discussion is possible within the time-frame or not.

[Translation]

SHRI DAU DAYAL JOSHI (Kota): Sir, the rules do not permit but because of your kindness...*(Interruptions)*...

MR. CHAIRMAN: Mr. Joshi, please take your seat. I have given ample opportunity to your party members to speak. Please take your seat.

[English]

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RANGARAJAN KUMARAMANGALAM): With regard to the discussion, we would definitely discuss it in the BAC. There is no problem. *(Interruptions)*

[Translation]

SHRI BHOGENDRA JHA: The hon. Minister was making a clarification.

MR. CHAIRMAN: Nobody can force him to make a clarification.

...*(Interruptions)*...

SHRI BHOGENDRA JHA: No you shall not force him... *interruptions*... but when the hon. Minister stood up to make his speech, why was he asked to stop.

MR. CHAIRMAN: He stood up, then he sat down. Now Shrimati Susheela Gopalan is standing so don't prevent her from speaking.

16.29 hrs.

RAILWAY BUDGET 1992-93 - GENERAL DISCUSSION - *CONTD.*

RESOLUTION RE: RECOMMENDATIONS OF THE RAILWAY CONVENTION COMMITTEE - *CONTD.*

DEMANDS FOR GRANTS (RAILWAYS) - 1992-93 *CONTD.*

AND

SUPPLEMENTARY DEMANDS FOR GRANTS (RAILWAYS) - 1991-92 *CONTD.*

SHRIMATI SUSEELA GOPALAN (Chirayinkil): Mr. Chairman, Sir, the present railway budget gave a clear picture of the policies pursued by the Government of India under pressures from IMF and World Bank. The growing trend of curtailing the role of the public sector for the last few years is being strengthened in a big way in this railway budget. Gradually, Government is reducing the plan amount. This year though you have increased it from Rs. 5,325 crore to Rs. 5,700 crore, in actual effect, considering the price increase, the devaluation of the rupee and all that, it is a reduction. The British Government, whatever be their ulterior motive, helped the development of agriculture and industry in the country by putting a network of railways throughout the country. Uneven development of the country can be prevented only by developing a network of transport, especially the Railways, in all parts of the country. This also is given a go-by in this Budget by reducing the real allocation of funds for the Railways.

What is the amount granted for new projects? How many new projects have you got? There are only 16. And, for the on-going lines, you have given a very meagre amount of Rs. 18C crores. But, wherever lines are already existing, you have given more amount for conversion of those lines. Also, a substantial amount is given as an interest for the previous allocations, which is actually un-

necessary. After so many years, even for the amount spent by the Britishers, interest is given to the Government. When actual development work is being prevented, why they be given all this amount? Much more amount should have been given for the development of Railways. But in fact, even with the allocated amount, uneven distribution is taking place. Kindly see the reply to a question given in Rajya Sabha. You will find that the per lakh kilometreage varies so much from one State to the other. While Andhra Pradesh has 7.57 per cent, Arunachal Pradesh got just 0.15 per cent. This kind of discrepancy can be noticed in all the backward regions of the country. This shows that proper care is not taken with regard to backward areas. For example, what about Tripura? Tripura is an isolated place. The people in Tripura are put to a lot of difficulty. If they have to go out of their State, they have to go only by plane. When the hon. Minister could give Rs. 528 crore for conversion of the existing lines, could he not grant at least Rs. 5 crore to Tripura for starting a new line in Tripura? I feel that backward areas and tribal belts are not at all considered and you are not at all caring for them. This uneven development is taking place only because you are not taking care of certain areas.

Now, even within the Railways, what is happening? Actually, you want to get rid of public sector and privatisation is going on. Now it started with catering. Railway stations are partially given to the private people. Thousands of people will be thrown out of their jobs. In the beginning, catering was taken over by the Government because there was no proper service. That is why the Government interfered. But now, you are reverting it back. It is going to create more difficulties to the poor people because the prices of the food stuff that is served will go up. In the beginning, food provided by the private people may be good. But their motive is profit and gradually, the quality will go from bad to worse and price will increase. That is always the experience in any sector. And you are encouraging. We are beginning in a very big way the privatisation in Railways. It has already started. You are going to re-

trench forty per cent of the workers or else you are going to reduce forty per cent of the workers. Actually, about 60,000 workers are going out of the service every year. You are not taking anybody in their place. Now, step by step you are going to throw out forty per cent of the workers. What is the future of the country? What will happen to our youths who are very much distressed due to unemployment? Some years back, 19 lakh workers were working in the Railways and now it is reduced to 1 lakhs. Still, you are trying to reduce it to 9 lakhs. Same is the case with the P&T. So, reduction of employees is taking place. You are throwing out the employees. That is the biggest problem. You are helping in creating further unemployment in the country by not giving jobs to the people in the country.

Now, I will come to Kerala. Kerala is on par with Mizoram, Tripura and all such areas. Per one lakh people, we have got railway line of 3.39 kms. That is the state of railway line in Kerala, so far. It is not a hilly region. It is a plain. Why should there not be more railway lines? Actually, the Congress (I) Governments, all these years, have been giving step-motherly treatments towards Kerala. I can cite many examples. Take the example of Ernakulam- Alleppey- Kayamkulam Railway line. When the Janata Dal Government came to power, they made an allocation of Rs. 15.92 crores for this particular project. For all these ten years, you have given only Rs. 35 crores, that is Rs. 3 1/2 crores every year. If the Janata Dal Government did not come to power, the Ernakulam- Alleppey- Kayamkulam Railway line would have taken other 5 or years more to complete. Last year, an allocation of Rs. 1.16 crores was set apart. When we asked them first, they said that it will not require more money. We said, the work is being slowed down and so again, we asked them for more money and at last they had to agree that Rs. 15 crores more are required for its completion. Now, you have spent Rs. 11 crores? From where? You have taken the amount from the amount that was set apart from the doubling of Quilon-Trivandrum line. So, from Kerala itself, you have taken this money

[Smt. Suseela Gopalan]

which comes to Rs. 6 crores and spent it for Alleppey. This is a cruel joke. What else, do you want to do? The Congress Government is doing such things, one after the other. Actually, the Coastal Railway was sanctioned by the Janata Government during 1979. Now, the Kerala Government has joined the Corporation and given the allotted Kerala's amount of Rs. 6 crores for Konkan Railway, to them. For what purpose?

You have given a reply to Mr. Ramanna Rai in reply to Question that there would not be any railway line in the region of Kerala. So, there is no question of building a portion of Konkan railway there. That was the reply that you have given. But the understanding was that the amount of Rs. 9 crores that was given to that Corporation the understanding was doubling of the Shoranur-Mangalore line will be taken up. That is not actually the case. You said that there is no place in Kerala where any railway line is to be constructed connected with Konkan Railway. You said that territory falls outside Kerala. Then, why are we giving that amount to the Corporation? Actually, doubling will not be done in the Shoranur-Mangalore line.

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): Under the Konkan Railway, the maximum benefit goes to Kerala; and we have paid Rs. 50 crores.

SHRIMATI SUSEELA GOPALAN: Without doubling the Shoranur-Mangalore railway line, it will not be beneficial to us; it will benefit the bus owners. From Quilon to Trivandrum also, if the time is not doubled, we are not going to benefit. It is very much saturated; and there is no point in having this Konkan Railway or anything of that sort. We are not getting any new railway lines from that. Doubling of lines is the main thing. Until and unless it is done, there is no benefit for Kerala. This is a very big problem.

Malabar area is actually neglected. Most of the railway stations and other things were built by the Britishers; they are not rebuilt.

How much have you allocated for the bridges? You have allocated for Ferisha a Bridge Rs. 1.25 crores. Still much more money is required, When will that bridge be built up? The other bridges is in danger; for that, you are doing something else. Also no amount is set apart for Varkala over bridge. For this bridge, for the last so many years, we have been demanding they should be properly repaired. But they say, Sir, that the State Government did not sent a priority list; but they have already sent it, but no steps have been taken to construct that overbridge.

For Guruvayur line Rs. 1 crore more is required; they have set apart only Rs. 1 crore. How will you do it? For Alleppey railway line, Rs. 4.4 crores more are required. Actually, it is clear that a step-motherly attitude which the Congress Government has taken towards Kerala. When the National Front Government came to power. Rs. 37.50 crores had been allotted for Kerala for the year 89-90 which was never happened in the life time of the Congress Government never we got an allocation of such an huge amount.

SHRI C. K. JAFFER SHARIEF: I am sorry, it is unharitable to say that. After all the total period put together of the Opposition Governments is three-four years. But the total network that has been developed in Kerala goes to the credit of the Congress Government.

SHRIMATI SUSEELA GOPALAN: Very little. During the Congress rule, how many new railway lines were given? Only from Ernakulam to Quilon railway line was built. The other railway lines were there previously. Some of certain railway lines doubling? How can it be 3. km per lakh people? You have done injustice to Kerala. You are neglecting not only development of Kerala, industrialisation of Kerala, but also development of backward areas. That is my point. Even in Bengal, it was 5. 6 km per lakh people. Only in the centre of the cities, there will be some railway lines. What is the total mileage you have provided if you taken into consideration of the whole thing? What about

Himachal Pradesh? What about Meghalaya? All these areas have to be developed. For the development of backward areas, there should be sufficient amount. Instead of allotting Rs. 528 crores for conversion, you could have allotted more of or new lines. You have allotted only Rs. 180 crores for new railway lines; this is not enough. For new projects, you have taken up. How can there be any development?

Actually, you want to decrease the role of the public sector. One by one you will give it to them private sector; this is the understanding; and this is very much reflected in this Budget. So, actually, it is IMF sponsored Budget. In reality that is the thing. Yes, the Railway Budget also you are not only decreasing the amount but reducing the workers' role and retrenching the workers. What else is it? It is actually a reflection of your policy.

MR. CHAIRMAN: You may kindly address the House through the Chair. Do not start a shouting match between yourselves.

SHRIMATI SUSEELA GOPALAN: And what about the workers? The RPF Association has to be given recognition. Minister is standing up and replying; unfortunately I have to reply to him.

Now what is your attitude towards the workers?

MR. CHAIRMAN: If you want to discuss some personal points with the Railway Minister you are most welcome to go to his Chamber and discuss. But here you address the House through the Chair.

SHRIMATI SUSEELA GOPALAN: I am addressing the Minister through you only.

SHRI NIRMAL KANTI CHATTERJEE (Dumdum): The Chambers are very delicate. You do not know if the World Bank or IMF representatives are present in the Chamber. It is much safer to discuss here.

SHRIMATI SUSHEELA GOPALAN:

Now the Railway Minister should consider giving at least a few new railway lines for Kerala. The Trivandrum—Nedumangadu—Chengannur line is pending with the Government. Also, Faroha—Nelambur line is also there. All these are before the Government. They have been pending. No justice is being done.

I mentioned the attitude towards the workers. The RPF association has to be recognised. Actually why is the Government not giving them recognition? Also, the workers are being retrenched. In this House Minister had given a word that they will be taken back but they have gone back on their word now.

And how are Lakhs of casual and temporary workers treated? Even after 30 or 40 years of service they are not regularised and their dependants will not be given a job if they die. So, this is an inhuman attitude towards the workers. The Government should change its attitude. For the welfare of the workers this is one of the most important needs in a progressive society. Something must be done. This is neglected by the railways. So, this attitude should change. Number of officers are have increased but not more workers.

MR. CHAIRMAN: Even Shri Murlidhar is supporting you on the question of working classes.

SHRIMATI SUSEELA GOPALAN: Yes, everybody is supporting. About the retrenched workers, all the parties — the entire House — are supporting their cause. But this Government is not caring for Parliament. They are doing so many things outside the Parliament. But they are not concerned about the opinion of the Members of Parliament. Though unanimously it is said, they will never agree. This is the attitude of the Government and only when it changes there can be progress. The workers will cooperate and they are already doing good service. Here and there some flops will be there. But the Government should sit and discuss with them. Then we can develop very well the

functioning of the Railways. The cooperation is actually there.

But now you are trying to privatise the railways. The unity and integrity of the whole country is going to be spoiled.

MR. CHAIRMAN: Please wind up.

SHRIMATI SUSEELA GOPALAN: This is what I say. At this rate if you go, the divisive forces in the country will grow. If the step motherly attitude towards certain States is not given up then the divisive forces will develop in the country.

There are seventeen Members from Kerala to support this Government. That is the only sin Kerala committed. That is why you are neglecting Kerala. I am telling you. Even though 17 Members from Kerala are supporting the Government, still they are neglecting the State. That is the whole mistake they are committing.

SHRI KODIKKUNIL SURESH (Adoor): We are neglecting Kerala.

SHRIMATI SUSEELA GOPALAN: They have forgotten these things. Why are you not fighting? If you fight they will have to consider our case.

The Railway Minister is very good. When we write letters he will immediately reply saying that he is taking some steps. He will not reply to our letters when they contain inconvenient questions, such as about allocation and other things. Last year, myself and Shri Anjalose wrote a letter to the Minister, wherein we asked him how will the Alleppey line be completed by 1992 when he had allocated only Rs. 1.16 crore for that. He did not reply to that letter. For other things, he will reply very promptly. Show fair deal to us. This is my request. Otherwise, I am afraid, we will have to start very big movements against the discrimination shown to us.

SHRI KRISHAN DUTT SULTANPURI (Shimla): Sir, the current Railway Budget is a very good one. The opposition had spread a rumour that this Budget has been prepared with the help of the World Bank. I register my strong protest. There have been Railway Ministers in our country who have led agitations and have participated in destroying railway property. The National Front Government was in power last year at the time of the Mandal agitation. Even during the British rule, the railway line between Kalka had Sonapat was not damaged as much as it was during the Mandal agitation. Last year, a lot of railway property was damaged and the then Government was a mute spectator to all the happenings. I would like to submit something as regards this Government.

First of all, I would like to talk about Himachal Pradesh. When hon. Shri Kamla-pati Tripathi was Railway Minister, he had said in this House that a survey had been conducted in Himachal Pradesh and a railway line was proposed to be constructed between Jegadhri and Poanta Sahib and Kalka and Parwanoo but nothing has been done in that direction till now. Parwanoo is an industrial centre but that area has been neglected. The local population has increased. Previously there were no roads in Himachal Pradesh. Although the facility of roads is now available, farmers find it difficult to carry their produce to the market. Earlier, the British had built a road from Sirhind to Nalagarh along with a railway track, but the Government has not considered this point. Since Nalagarh is an industrial area, I request that this rail track be used. At present, the last rail head is Una. The people of that area have not been given compensation and the construction of the railway line is lying incomplete.

Another point, I would like to mention is that unauthorised persons have encroached upon railway land at many places as a result of which the land is not being used. I suggest that the railway land not being used thus be given to the poor people living in the area. I

am saying this because such land has also been given on lease. I request the hon. Railway Minister to settle this issue. The encroachers should be punished and the land should be given to the needy. I think this would be a step in the right direction. I would like to point out that lot of injustice is being committed against the pine trees along the railway tracks. Deep cuts in the trees are made from where resin is extracted and as a result the trees get weak and fall down. This not only damages the railway track but also leads to the problem of soil erosion. I would therefore, urge that this should be stopped.

Besides, the train between Shimla and Amritsar via Kalka has been suspended. This train has been running since the time of Britishers. I hope that when the hon. Minister replies to the debate on railway Budget he would make an announcement for the restoration of this train service. By doing so he would be safeguarding the interests of the people of Himachal Pradesh. The people of my State have to travel to distant places and they often visit Amritsar which is a place of pilgrimage for them as the Golden Temple Gurudwara is located there. They also go to Durgiana Sahib, Beas and other places of worship. Now they have to face lot of inconveniences and hardships as the train has been suspended. I would, therefore, emphasize to restore Amritsar Mail at the earliest.

Besides, I would like to draw the attention of the Government to the fact that the reservation quota for the people of Himachal Pradesh in the trains originating from Jammu (Tawi) is too small. This quota should be increased so that the people do not have to face difficulties in travelling. Himachal Pradesh is a hill State where people live in remote areas. The fruit growers in these areas face lot of difficulties in taking gather produce to the market in trucks. I, therefore, request that some special arrangement must be made to facilitate the fruit growers in remote areas to take their produce to the market. Our State occupies the top position in fruit production and we produce many types of fruits. If the fruits do not reach the market in time the fruit growers have to suffer

huge loss. This is what has been happening there for the past many months because of disturbances in Punjab. The produce is not reaching the markets in Punjab, like Jullundur, Amritsar, Phagwara and other cities. I would request the Railways to make arrangements so that the fruit growers have direct access to Delhi which crates to the international market. This would benefit them a lot.

For the last many days it has been pointed out time and again during the discussion that the Railway Budget which has been presented in the House has been drafted as such under pressure from the World Bank. From morning till evening Members have been harping on this point and a lot of hue and cry is being made. Consequently, the back benchers have been facing lot of difficulty in getting a chance to speak. The influential Members who occupy the front rows, think as if they are lords of this House and they have full right to speak on every topic all the time. They do not even bother that other Members might be having more important problems to speak on. Is this House a forum of a few? Will they not allow the voice of the masses to be raised here? Do we have no right to speak?

I whole heartedly support the Railway Budget presented by Shri Jaffer Sharief and his deputy Shri Mallikarjun. Such a Railway Budget has never been presented by any of their Ministers so far. I would like to ask those Members who are raising hue and cry about the World Bank and are saying that we have compromised the sovereignty of the country by following the dictates of the World Bank, whether such utterances would enhance the prestige of the country and raise its esteem? Would such things help in taking the country on the path of advancement and progress. Today, somebody came to meet me in the morning and told me that there is a rumour in Bengal that the age of superannuation is going to be reduced to 55 years. I would like the hon. Minister to clarify. If a person in another State will not retire before completing 58 years, why it would be 55 years in the case of Bengal? Why is this rumour making

*General Discussion; Resolution**(Rlys.), 92-93 and Supplementary**Re. Recommendations of the R.C.C.;**Demands for Grants (Rlys.) 92-93*

[Sh. Krishan Dutt Sultanpur]

rounds there. This is being spread by the CPM and therefore, action must be taken on it. The workers in Bengal are apprehensive that the Railway Minister has decided to reduce the age of superannuation to 55 years. I can say it with challenge that injustice being done against the Congress men in Bengal has never been witnessed before. When I speak in the House, you are jealous. You do not want to listen to others. You should speak here about the poor masses. If this not privatisation? You say that Government follows the policy of privatisation. Could you tell me where is the notification of Privatisation to this effect? If something good is being done, why are you opposing it? Why are uttering such things which would weaken the country? I think the amount of damage which has been done by wrongly implementing the recommendations of the Mandal Commission has brought the country on the verge of disaster. Such a damage has never been done since Independence. How can the people of this country forget and forgive you? You have done immense damage to this country by implementing the Mandal Commission. Hundreds of children and young boys and girls were forced to immolate themselves in protest against this act and it was hon. Narasimha Rao and the 85 crore people of this country who saved this nation from being torn apart. We should never forget that it is the people of this country who are our masters, we are only their servants.

Mr. Chairman, Sir, this august House is a place of worship for the nation. We should not indulge in misinformation, giving wrong statements here. There is nobody today to raise a voice for the backward areas here. Those on the other side simply shed crocodile tears. Mr. Chairman, Sir, through you, I would like to submit that Himachal Pradesh, Haryana and other hill areas of the country have been always ignored and neglected. Many coach factories and Railway workshops have been set up across the country and lot of people have got employment but unfortunately some vested interests mislead

the workers and force them to go on strike and resort to agitation. As a result the work stops and the poor workers who somehow manage to get work indulge in sabotage and riots. Those sitting on the other side do not want the country to become strong. That is why we suspect their nationalism. They don't have their own leader. Where's their leader? They have simply accepted a person who crossed from this side as their leader. He participates in the discussion here for some moments and then goes to the Supreme Court and again comes back the next day. That is his daily routine and programme. He speaks a lot about the workers and the poor masses but he does not have a concrete programme for them. His children study in public schools and he is himself very rich, but unfortunately the party is alluring the poor and misleading them by giving them false promises.

Mr. Chairmen, Sir, the railway connections between various factories throughout the country and the markets where the finished product is sent should be streamlined. On the one hand I am demanding that there should be improvement in railway services on the other hand, I demand that there should be some restriction on issuing National Permit to truck owners. Trucks ply across the length and breadth of the country, whether it is Bangalore, Gujarat or Calcutta and carry goods everywhere. This not only cuts into the revenue of Railways but the number of truck accidents is also on the increase. I, therefore, demand that the number of National Permits be reduced. Mr. Chairman, Sir, the number of railway employees is very less and their number should therefore, be increased. I would like that the ban on recruitment must be removed.

Mr. Chairman, Sir, if Himachal Pradesh is ignored by the Railways, there would be delay in construction of dams there which are of national importance. Therefore, I, demand that all the remote areas in Himachal Pradesh should be either linked with roads or railways. I demand that a survey be conducted by the State Government for the construction of a railway line along the road

from Nangal to Rampur Bushahr via Bilaspur. This would not only help in making the country strong but also play a vital role in progress and development of hill and backward areas. This railway line would help in the movement of heavy machinery through railways to Nathpa-Jakhri hydel power project which is likely to generate 1500 MWs of electricity.

MR. CHAIRMAN: Shri Sultanpuri, now please conclude.

SHRI KRISHAN DUTT SULTANPURI: Mr. Chairman, Sir, I am concluding. I was submitting that the Members on that side disturb us. They do not allow us to speak. They do not even allow the Ministers to speak. Do they have a licence for that? Shri Vajpayee had rightly stated that those who talk of selling the country are not patriots. You criticize the Budget because you have neither any principle nor ideology of your own. Your party is a combination of several parties. It is like a train which has many drivers.

Railway Budget is worth appreciation and I support it. I would urge the Members of the House not to criticize it.

SHRI DAU DAYAL JOSHI (Kota): Mr. Chairman, Sir, had the Budget been presented by a new Minister, then its criticism by the Members would not have been a matter of surprise to the people. But unfortunately, it has been presented by Shri Jaffer Sharief, who himself is a very noble man. The Hon. President in his Address had aspired for a Budget that would check price rise in the country, but this Budget will increase the prices against the wishes of the Hon. President. It appears that the Railway Ministry considers the Railways as a milch cow and thus goes on exploiting it. Only a few months back heavy taxes were imposed, railway fares and freight charges were increased. Within a period of nine months fares have once again been revised. This Railway Budget will increase fares by 20 per cent and freight charges by 7 percent. It is a matter of serious concern.

The Railway Minister claims that price rise would not affect a common consumer at all. My submission is that freight charges on coal have been increased by about four and a half percent. Is not Coal an item of common use? Increase in the freight charges of coal would certainly affect electricity rates and electricity has become a basic necessity of life today. Just as the rates of coal have been increased, similarly the electricity department would increase the electricity charges. The electricity department already extracts extra money in the form of surcharge. I would like to submit to the hon. Minister that while giving his reply he should make an announcement in regard to the withdrawal of surcharge on coal.

I have already pointed out that Railways is considered to be a rich source of earning but the Government is not spending much to improve the condition of Railways. There was a time when some new trains were introduced and there was a proposal to provide cushioned seats in II class coaches. But unfortunately, not to talk of cushioned seats, the coaches in local trains are jam-packed with passengers and these trains run at God's mercy. These trains are without windows and doors. When I was an MLA I used to often travel from Jaipur to Kota. But even today, the class coaches do not have proper doors. Either the doors are broken or they are loosely attached. Why these things are not improved. You have also been elected from among the common masses. You are the sons of soil and are not super humans. You were notted in an extraordinary manner and were elected from a common section of people. I do not want to criticize the tax imposed on upper sections. But how long will it take for a common man to get facilities? The Ministry of Railways is aware of everything. The hon. Minister should see the condition of trains himself at least once. If he does not have time for it, he may ask the Minister of State to do it. Only then he would be able to realise the condition of local trains. Due to heavy traffic, many passengers travel on the roof of the trains. On the one hand the Government is doing electrification of trains while on the other hand no action is being

taken to improve the condition of local trains. The 20 per cent increase in the fare will not serve any purpose. Heavy purchases must have been made during this month by the Ministry. The Minister of State should be asked to supervise the things because purchases are made indiscriminately and it needs to be checked.

The Government should also check the thefts in Railways. The number of passengers who travel without tickets is on constant increase. I have been elected MP twice. I have never seen any ticket checker checking tickets at the Railway Stations. Only the day when Budget was presented. I saw a man checking the tickets at 4 P.M. The Government should look into it. The hon. Minister may go in disguise and see for himself. If he himself cannot do it he may send the Minister of State to look into it.

If a person who has to go to Bombay does not reserve his seat three and a half months earlier he cannot get a confirmed ticket at any cost. He has to pay Rs. 100-150 extra to get a reserved seat. When I was elected MP for the first time I got a telegram asking me to immediately rush to Kota. As the railway pass was not issued to me till then I had to get my ticket from the counter and to my utter dismay I found that right from coolies to officials all were involved in selling the railway tickets in black. One can get tickets for any place - Kota, Delhi, Bombay, Ahmedabad or any other place by shelling out more money. In spite of the measures taken by the Government the same practice continues. At present the ticket for Bombay is Rs. 250/-. In spite of all the arrangements there is rampant corruption in the sale of tickets. Why have the Travel Agents been appointed by the Railways? After all what for are they meant? Only the wealthy and not common masses are benefited by them.

When my candidature as an M.P. was finalised I, being an MLA, was in Bombay. I was asked to immediately rush to Delhi. I was in difficulty, how to reach Delhi. I had a

friend who is very wealthy. I went to him and requested to kindly get my ticket confirmed. Shri R.R. Murarka, who was then the Member of Rajya Sabha called a Travel Agent and immediately got my ticket confirmed. My submission is that the Government should stop such mal practices.

17.16 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

Travel Agents are only middlemen and they fleece and exploit the people. I would submit to the hon. Minister to kindly pay attention to all these aspects.

So far as chain pulling is concerned the Government should introduce a new system. For how long will the trains be delayed due to the chain pulling? After all, you are worthy Minister and therefore I request you to make provision for this.

The Sabarmati Express goes to Gujarat via Madhya Pradesh. Many other trains also run on this route. *Toofan Express* was to be introduced to Kota and everything had been finalised. But unfortunately, the concerned persons did not represent properly and the Sabarmati Express and *Toofan Express* were sent to Ganganagar. My submission is that there are already many trains passing via Madhya Pradesh and Bhopal. The route of Sabarmati Express should be diverted via Kota instead of Guna so that the passengers of Kota could get a direct link for Ahmedabad. This will not involve any expenditure. I am only requesting to make some change in the route.

I would also like to submit that there have been proposals for introducing inter-State trains and proposals for linking one Capital to the other. Kota is also an industrial centre. I will be glad if a train is introduced on Kota-Delhi route under the inter-State trains project. If this is not possible, the train from Nimach to Kota may kindly be extended to Delhi. I would be thankful to you if a train is started from Kota to Bombay. Ten Members of Gujarat along

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with us had given a memorandum to you that Awadh Express should kindly be extended to Baroda in place of Ratlam so that we may avail the facility of a direct train.

My submission is that Guna-Ujjain train remains stationed for about 12 hours at Guna. It is one of those trains which are not utilised properly. Therefore Guna-Ujjain train may kindly be extended to Kota. There is an Express train which takes about 18 hours upto Bhopal even today. This train has been running since the days of GiP railway in the country.

In case you extend the Guna train upto Kota and the Damoh train upto Jabalpur we shall be getting a train linking Madhya Pradesh. Please accept our this request.

At the same time, I request that the survey work of Sheopur-Bhopal line has been completed. My colleague Vasundhara Raju has made this request personally to you that the survey work of introducing train services between Kota and Sheopur and Rajmandi and Bhopal is pending with you. I am aware of the fact that there is paucity of funds. I have been informed that if we continue to work on the railway lines in hand at present then the work on these railway lines will be completed in ten time years. As no new railway line has been laid till date in my district, I request the Government to introduce a train from Kota to Sheopur thereby linking Madhya Pradesh. Similarly, I request to introduce a train between the Capital and Bhopal and I shall be grateful if you issue orders to lay a railway line between the aforesaid places. I invite you to be present at the inaugural ceremony.

From 1st of July you are starting a new train service from Kota to Nizamuddin and Kota to Indore. I invite you and if you accept my invitation it will be excellent. You have done a marvellous job by linking Madhya Pradesh as there was a strong demand in this regard. If you can possibly do it, it is fine and if you cannot, that is entirely your wish. For this I thank you very much.

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With these words, I request you to reconsider and accept the Cut Motions that we have moved in the House. In case it is not possible to accept, at least take the pain to reconsider it. There existed a tradition in the Rajasthan Legislative Assembly. All the Members used to sit throughout the night, preparing the Cut Motions. The Minister used to reply to our all the Cut Motions in writing. I am not aware as to whether this practice exists in the other Legislative Assemblies or not. I request you to adopt this practice of sending written replies atleast once and in case it is done we will be very much grateful. At the same time Meetings are convened after every six months I want that some decisions must be taken in these meetings convened by you. Every time we learn the points by heart like a parrot but it does not yield any result. The same points are repeated over and over again. I want you to take a decision to monitor the things. In the meeting to be convened after three months between the members of Northern and Eastern Railway. I will be very much grateful, if we are allowed to sit with the officers and some concrete decisions are taken therein.

Finally, the divisional committees have not been constituted for the last three four years. The committees formed by you comprise of the various business representatives in the districts and experts. Those committees should be reconstituted soon so that work in railway could be speeded up. As the Railway Minister's name is Shari (gentle) he should be true to his name.

With these words I conclude.

SHRI KALKA DAS (Karol Bagh): Mr. Deputy Speaker, Sir, the House is discussing the demands of the Railway Ministry and in the context I would like to say a few words. I am coming from Varanasi today. The Saryu-Jamuna was running late by three hours. Whip was issued here in the House, I was to cast my vote and the Saryu-Jamuna train was late by three hours. With this you can well imagine the responsibility with which the Railway Department is functioning.

SHRI AMAL DATTA (Diamond Harbour): Sir, I rise to speak on very few points on the railway budget. There is a lot which can be said against the Budget opposing it but I shall confine myself to a few points only.

This Budget has given a promise of taking up for conversion during the next five year plan, starting this year, 6,000 KM. This is something which is unique and most unexpected. It is unexpected because of what has gone on before regarding the comparative needs for new lines and conversion, on the one hand, and the need for acquisition of other assets for expansion of traffic capacity like rolling-stock, track upgradation and all that kind of thing.

There was a status report for the first time brogught out in February, 1990 during the National Front Government. In that status report, a prediction was made—I think in consultation with the Planning Commission—regarding the requirement to expand the railways' capacity so far as freight traffic is concerned and it was held to be 372 to 400 billion net tonne kilometres at the end of the century.

Similarly, so far as passenger traffic is concerned, the status report said that by 2,000 AD, the requirement would go up to 310 to 330 billion passenger km including suburban passenger traffic of 105 to 210 billion passenger km.

Against this background, they have assessed the need to expand the rail capacity in a particular manner and this manner they have not themselves got into but they have got into that manner or they have arrived at that manner because of a Committee which has been appointed by the Planning Commission as to the best possible way to get this traffic both in terms of freight and passenger at the turn of the century according to the requirements estimated both by the railway and the Planning Commission. The requirement was stated as one of having additional capacity, creating additional

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capacity through various methods—construction new lines, both in new routes as well as in the existing routes, requirement of additional rolling-stock, electrification of selected routes, upgradation, of signalling, telecommunication, upgradation of track structure, provision of additional terminal facilities for passenger and freight traffic. All this has been mentioned. But conversion has not been mentioned as one of the strategies to be taken up for the purpose of achieving this additional capacity for the Railways at 2000 A.D.

Sir, in the Budget Speech of 1991-92, again, similar figures were given regarding the estimated traffic for 1990 and revised traffic; estimated traffic 1991 and these are also being attained according to the schedule which has been laid down by the Committee that has been one appointed by the Planning Commission. This Committee called Committee for Expansion of Railway Network (CERN) gave its report in 1988 very much during the time of the late Prime Minister Shri Rajiv Gandhi. So, I think our Congress friends will not be able to oppose that recommendation. It was said that it should be done by a combination of new lines, achievement of the capacity is to be done by a combination of new lines of which 2902 KMs are to be constructed and the gauge conversion of 2306 KMs to be done upto 2000 A.D. You may see that the estimate made was according to the fresh requirement. Therefore, the additional rail capacity to be achieved requires 2306 KMs of gauge conversion. Now, we hear, for the first time and most unpredictably that 6000 KMs gauge conversion is to take place. So, this is inconceivable. The only possible explanation of this is that this is being done for a political reason which has nothing to do with the Railways, with the country, with the nation, with the requirement of capacity to increase the traffic. If this is done and if not go for upgradation of the Metre-Gauge itself—which is what the Status Report envisaged—in that case no money will be available for the other purposes through which additional capacity was to have been achieved according to the Status Report, according to the Planning

Commission's own recommendation. Therefore, this political decision without reference to anything else whatsoever has been – I think if I may respectfully say so, through you, Sir, to the House – because of the Minister's personal requirement and not because of anything to do with the Railways, not because of anything to do with the country or the nation at all. I think the Minister has not said exactly where these gauge requirements are needed. Once that comes out, we shall definitely be able to see that this is all pertaining or relating to the State from where he comes or to his constituency or something like that. I say this, I am bold enough to say this because it is Shri Jaffer Sharief who, as Minister of State for Railways in early 1980s, was responsible for initiating a railway-line which is still today not completed and that railway-line has caused already enormous loss according to the Railways own admission. I am referring to the Marnikgarh–Raigad line. The Public Accounts Committee has also given a report on this. I had mentioned this during the last year's budget speech also.

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): Last year, I replied to that.

SHRI AMAL DATTA: There is nothing specific. You invited me to come and see whether that area has prospered or not. I said that any area can be prospered. But that does not mean when you compare the comparative returns you cannot take up a line which will give a higher return. (*Interruptions*)

SHRI C.K. JAFFER SHARIEF: What you said and what I said, both are on record.

(*Interruptions*)

SHRI AMAL DATTA: You find it out.

I now come to another topic. There is a need for increasing the suburban railway services for Calcutta. There is a background to it. The background is that, so far as Bombay is concerned, certain facts have become

known because the railways have published them in a kind of Status Report for the Bombay Suburban Railway Traffic. From that it appears, without that the Bombay city will just collapse because they are carrying 76 per cent of the load of the Bombay suburban commuters coming to Bombay and going out of Bombay whereas the buses take only 17 per cent load. That Status Report on Bombay points out further that so far as Calcutta is concerned, Calcutta suburban passenger kilometre comes to less than quarter of Bombay. It is a very strange situation because Bombay has only two corridors. Only from two corridors passengers are coming to Bombay whereas Calcutta has six corridors – coming from all sides. And yet the EMU rates in Calcutta and Bombay are comparable. What is needed is, additional liens in the existing corridors, sometimes better telecommunication facilities, better signalling facilities and better traffic handling facilities. Nothing very much more. This will cost very little money. Possibly, if a survey is made, then it will be found that about Rs. 40 to Rs. 50 crores will be able to do enormous benefit to the Calcutta Suburban commuters. But that is not being done. On the other hand, money is being spent. Lot of money is being spent even in Calcutta. More money is being spent in Bombay and less in Calcutta. But please do make a survey as you have done in Bombay and show that a need for Calcutta. Then we will be satisfied. Moreover, you make small improvements and remove the bottlenecks. These are the bottlenecks which are making the Calcutta city chock.

Railways lament that their social cost varies to the extent of Rs. 2000 crores. The bulk of the social cost of Rs. 2,200 crores that is, about Rs. 1700 crores is because of the coaching services of the passenger traffic. Then this suburban passengers are responsible for Rs. 200 crores. I can say that the loss in the coaching traffic will not be there provided the railways can handle the passengers properly. Railways can induce the passengers to buy the tickets which they often do not buy because the railways do not and cannot motivate and induce them to buy

[Sh. Amal Datta]

are sought to be dislocated by this kind of an interference, by this kind of an imposition on them by the Railway Minister, who does not happen to seem to understand how the people are suffering already because of the higher prices all round.

tickets. There is no checking whatsoever. We have brought it to the notice of the Railway Minister time and again that there is no checking staff at all in the suburban stations. But they have not done anything to remove this particular lapse.

Sir, therefore, I request the Railway Minister to understand the situation of the people and in his reply to this Budget debate, to bring down the prices substantially, at least to half of this increase that is 66 per cent – when you take the two instalments increases, one in July 1991 and the present increase together – should come down to 33 per cent.

The loss on the suburban passenger traffic will have to be borne. I am not saying: to which extent? Loss will have to be borne because it reduces the congestion of the metropolitan cities. Otherwise, life there will be impossible, otherwise, environment there will be totally polluted, otherwise, ecology of the place will suffer. For this reason, suburban railway commuters services have been proposed to be transferred to the Ministry of Urban Development. The two Ministries together with any other Ministry which is concerned like the Environment and all that, should sit together and decide what to do with the suburban passengers because year after year, they cannot possibly suffer any longer.

There are many other points which I would like to touch upon. But there is no time and you have not given me enough time. So, I will not do so. But I am sure, that he will understand that on some of the low rated freight traffic, the Railways are really giving bonanza to anti-social elements. I have my personal experience regarding what happens in the FCI godowns and how anti-socials take away the money which is given to FCI as concession. If FCI is given concessions by the Railways of nearly about Rs. 200 or Rs. 300 crores, much of that, if not the whole of it, is taken away by the surplus labour which is imposed upon the FCI by the anti-social labour leaders. In fact, in my own constituency, there has been a standing dispute going on with this kind of labour, not only taking away the FCI's money and where 100 or 200 workers will do, they will impose 500 people and take away the money by themselves. The workers are not there; there are only names and they take money themselves in the name of distributing to the workers.

Sir, in this context, the fare has been increased tremendously. I have got a chart here which shows that there are two increases, one in July 1991 and the second one is the proposed increase, which will push the passenger fares up for a normal distance of say 20 Kms or so, by about 65 per cent. There was 65 per cent increase by two instalments – in July 1991 and what has been proposed in this Budget now. I do not know whether the Minister had made the calculations at all or he has seen it. The next time, it will become 79 or 80 per cent. These are phenomenal increases which are being sought to be imposed upon them. They will not take this burden silently. This is what I ask the Minister to understand. They have gone on the path of agitation; they are waiting to see what is done at the end of the Railway Budget: whether the Minister is interested to bring the fares down or not. The battle lines have already been drawn and agitation will be there; it will take a violent turn because it is a matter of life and earth for many passengers. Their lives and livelihood

This is not the way in which they have to benefit the public; they are benefitting the anti-socials only. Similarly, there are many examples.

Another point is that, they are lamenting for the last five years that we must get more high-rated traffic on the way because high-rated traffic has gone away to the road.

Who has pushed it away to the road? It is the railways themselves, by not catering to the need of the high-rated traffic which is marginal and which is only 5 per cent of the total road traffic. But if you go to the road transport, 95 per cent of the road transport traffic is high-rated traffic. If they are carrying 95 per cent, the Railways are carrying only 5 per cent. Why cannot the Railways bring back that traffic? They have introduced some new measures, some innovations like Speed link express, QTS and that kind of things. But where is the marketing? Where is the will to take back the traffic? It is the Railways, who have conspired to push the traffic out in conspiracy with the road transport lobby. Now, if they really want it, they have to demonstrate a political will; they have to demonstrate aggressive marketing policy and implementation. Only then, they can bring it back and not by way of sweet words and not by way of merely saying that we have done this innovation or that innovation, we have passed this act and all that kind of things. Let the Minister show that political will, and the Railways can be profitable. The Railway Minister and the Railway Board themselves are not allowing the Railways to become profitable.

That is all and I thank you very much.

SHRI NURUL ISLAM(Dhubri): Mr. Deputy Speaker, Sir, at last you have given me a chance; I thank you for that.

At the outset I extend my hearty congratulations to the hon. Minister of Railways for placing a good budget on the floor of this august House. It is good in the context of the present economic juncture of the country.

I have heard the debate on the Railway Budget very carefully. I have seen every hon. Member raised an issue that the backward regions are not given any coverage by the railway network. It seems that the Railway Department does not have a comprehensive survey of the country identifying with the backward regions, backward pockets, backward States and backward districts. So I urge upon the hon. Minister to

have a comprehensive survey of the country identifying with the backward States, backward regions and backward districts and to come out with a comprehensive planning to give coverage to each and every backward region of the country.

It is admitted by everyone of this august House that the coverage of backward regions by railway network alone can reduce the regional economic imbalance of the country to a great extent. I think the Government should go for a planning to give coverage to each and every backward region of the country.

I also represent the most backward region of the country which is popularly known as eastern region consisting of Assam, Meghalaya, Nagaland, Arunachal Pradesh, Mizoram and Manipur. As you know Sir this eastern region is bringing because of lack of all-round economic development. Every time the Government is attributing this economic backwardness to acute chronic transport bottleneck. I would like to request the hon. Minister to tell the House as to how many kilometres of new railway communication has been constructed in this region since last ten years especially in Assam, Meghalaya, Nagaland, Arunachal Pradesh, Mizoram and Manipur. During the last ten years how many kilometres of metre-gauge lines have been converted into broad-gauge lines? I prefer to know it from the hon. Minister because the hon. Minister has produced a good budget. He has already brought the Railway Department to health to a considerable extent within the shortest possible time. So I want to tell him that he should make a proper survey of the eastern region and find out as to what is the total length of railway line constructed during the last ten years and what is the total length of metre-gauge line converted into broad-gauge line in this region.

I also want to know from the hon. Minister as to how long it will take to give railway communication coverage to Mizoram, Nagaland, Arunachal Pradesh, Manipur and Tripura.

During the last 45 years we have learnt two words from the Railway Department – economic constraint and economic non-viability. Now the Government has started to teach us one new word – that is austerity measures. In the name of these austerity measures, three railway trains have been snatched away by the Railway Department. They are Dhubri–Guwahati direct railway train, kuzhari to simlihari railway train and Calcutta–Guwahati Kanchenjunga railway service. It is very sad that this region is already burning because of the transport bottleneck. The Government snatched away three importers Railway Services from the region adding fuel to the fire by I just request the Minister – before it is too late – restore these three railway lines within this year. Otherwise, it will become an issue and the States will again start burning. In the name of austerity measures, enough injustice has been done to this region. So, I will request the hon. Minister – before it is too late, before the States again start burning – to convert the Guwahati and Dibrugarh Metre Gauge line into Broad Gauge line within the next year. I would also like to request the hon. Minister to convert the Fakiragram to Dhubri M G. line into Broad Gauge line to give a direct railway communication from Dhubri to Calcutta. I would also request the hon. Minister to convert the Rangia–Rangapura Metre Gauge line into Broad Gauge line with the financial year.

I know that the hon. Minister will come out with plea of financial constraints or the resource constraints. That would not help. If these are not done to the North–Eastern region, I am afraid, it may break again, the unity and integrity of the country. It may also threaten the existence of the zone.

I would like to request the hon. Minister to look into the extension of new Broad Gauge lines from New Cooch Bihar to Dhubri to give a direct railway communication to Dhubri region. This region is economically and commercially very much important; and this importance was realised by the British-

ers and they provided a direct railway communication from Dhubri to Calcutta. This direct railway communication was snatched away by the creation of Bangladesh. Since then, the people of this region have been requesting and persuading the Government of India to provide this direct railway communication from Dhubri to Calcutta but in vain.

This region alone produces five lakh bales of jute every year, besides other agricultural commodities. Moreover, the neighbouring district Garohills of Meghalaya produces a few thousand tonnes of cotton. It also passes through the Dhubri town to Calcutta. For which the Britishers established direct railway communications from Dhubri to Calcutta and Dhuri to Gauhati Sir, this is my maiden speech, I may be allowed time to speak. I represent a backward region.

The produced jute also passes through Dhubri to Calcutta. As the Government, since the last 45 years, did not provide any jute mill or any cotton mill there, we found the market at Calcutta and these jute and cotton growers are being taxed very highly by the traders in the name of high transport cost. Not only that, whatever essential commodities we get from them, we pay a very high transport cost. So, the local people call it, "A national economic exploitation Plan of the Government of India". In fact, it is so.

Dhubri has another direct line from Guwahati. That was also snatched away by the Government, in the name of economic constraint and in the name of austerity measures.

When I wrote to the hon. Minister – and brought these facts to the notice of the hon. Minister that this is the life–line of this region its economic survival – the hon. Minister assured me – both the Ministers assured me in writing – that this railway communication from Dhubri to Guwahati will be restored by 1.1.1992. But unfortunately, I have come across a news–item on the 3rd or the 4th of January 1992 that this railway Services has been permanently suspended as a measure

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of austerity. As a result of this, on 11.2.92, I
was gheraoed by my people, demanding
immediate restoration of this
train—Dhubri—Guwahati and two of the rail-
way officers were also gheraoed on 21.2.92,
besides observing a full hartal in this district,
demanding the restoration of the Dhubri
Guwahati train services but in vain.

Now, the Government has introduced a
new train from Guwahati to New Bongaia-
gaon, only to show that another train from
Dhubri to Guwahati is not justified. Let there
be a shuttle train plying between Dhubri and
New Bongaigaon. I have already stated to
you that Government is neither providing the
extension of broad-gauge line from Fabira-
gran to Dhubri nor a direct fast train from
Dhubri to Guwahati. In this way, this region
has completely lean crashed economically
and commercially. Hence I urge upto the
Government to restore the Dhubri—Guwahati
train service as first train with immediate
effect before it is too late no shuttle train
between Dhurbi New Bongaigaon shall be
acceptable to the people.

I know that the railway department is the
only department which can remove the re-
gional and economic imbalances by giving
the railway linkages to each and every back-
ward region. I am sorry, the budgetary sup-
port given to the railway department is
considered very inadequate. I request the
Government to review the budgetary sup-
port to the railway department. It is the only
department which alone can reduce the
regional and economic imbalances of the
country by giving railway linkages to each
and every backward region to a great extent.
The railway department has the greatest
possible employment potential and also the
revenue potential. So, I urge upon the Gov-
ernment to review its budgetary support and
give the biggest budgetary support to the
railways for the greater economic interests
of the country.

The railway department has a vast
landed property which is lying uncared for.
And that is being swallowed by the

I would like to suggest that the Govern-
ment should have a land cell within the
department, manned by land and survey
experts. The Government should also have
a comprehensive land and development plan
before the land is swallowed by the
land-hungry people of the country.

The railway department is one of the
biggest revenue-earning departments. It
could have contributed ten times more reve-
nue to the public exchequer if it could have
plugged the revenue leakages there. I think
the Minister will realise that the revenue
leakages can be stopped by establishing a
cell with economic intelligence and by
strengthening the vigilance cell. The Gov-
ernment should have an independent moni-
toring cell in this department, because the
Government is spending a huge sum every
year and much of it is being misspent. The
railway department is the only department
which has been maintaing lakhs of employ-
ees but the Govt does not have a compre-
hensive employment policy. Unless and until
the railway department reflects the State
pattern of poulation, I am afraid, there cannot
be a uniform railway communication devel-
opment in the country.

Then, I would like to request the Gov-
ernment to change its negative attitude
towards the legitimate and reasonable
demands of the backward regions of the
country before it is too late. You know accu-
mulated discontentment and frustration
begets the sense of alienation and the sense
of alienation begets the sense of agitation,
terrorism and insurgency and sometimes
affecting the unity, integrity and sovereignty
of the country. So, my humble request to the
Government is to see that the most reason-
able and legitimate demands of the back-
ward regions are met by the Government
without any further delay. The entire country
is facing acute economic crisis. So, I again
repeat that the Government should change
its attitude towards the backward regions
and carry out a surey to identify the back-

ward regions which urgently need the railway linkages. It should come out with a comprehensive planning to give railway linkages to this backward region specially Meghalaya, Nagaland, Arunachal, Manipur, Mizoram and Tripura and inferior places of Assam. Sir, you are ringing the bell again and again. Lastly, I once again request the Government, the hon. Prime Minister and hon. Finance Minister and the Planning Commission to review the budgetary support to the Railway Department. I say this because with this Railway Department alone, we will be able to reduce the regional economic imbalances, give employment to thousands of unemployed youth and have speedy economic development in the country.

Although you are ringing the bell, I congratulate you for giving me 15 minutes' time and I also congratulate the hon. Railway Minister for bringing this good budget to improve the dwindling health of the Railway Department. I am confident that if he gets timely and adequate finances, he will ensure the good health of the Railway Department.

I once again thank you for giving me time to speak.

[Translation]

SHRI RAM VILAS PASWAN (Rosera): Mr. Deputy Speaker, Sir, it is almost 6.00 P.M. now and before other Speakers start expressing their views, I would like to remind you that it was decided in the meeting of the business advisory Committee that the debate on Railway Budget should conclude today. I would suggest the hon. Minister Parliamentary Affairs that if we are required to sit late, we are prepared for that. You may as I certain the opinion of the hon. Members in this regard but I would request you that tomorrow the full day should be fixed for discussion on railway Budget. My suggestion is that 2 'O' clock should be fixed for reply by the Minister and immediately after that

voting should be started. Since all members have to go to their constituencies, therefore, they are not in favour of extend it further. Since many other points had to be discussed today and there was a shortage of time. Therefore, I urge you to fix the time of voting at 2 'O' clock after the reply by the Minister. Minister of Parliamentary Affairs is present in the House. He should make an announcement in this regard.

[English]

THE MINISTER OF PARLIAMENTARY AFFAIRS (SHRI GULAM NABI AZAD): We agree with the suggestion made by the hon. Member. We can continue upto 9.30 or even upto 10 'O' Clock so that all the speakers can finish their speeches today itself. We can arrange dinner as well. Tomorrow, immediately after the question hour, we can have the reply from the hon. Minister.

SHRI SRIKANTA JENA (Cuttack): Sir, since 19th March is a holiday, you may declare 20th March also as a holiday so that the Members get four days time to go to their constituencies.

SHRI GHULAM NABI AZAD: This matter has been discussed in the meeting of the Business Advisory Committee headed by the hon. Speaker. In his absence, it is not good to undo what has been done. We can take it up when the Speaker is in the chair.

[Translation]

*SHRI GOVIND CHANDRA MUNDA (Keonjhar): Hon'ble Deputy Speaker, Sir, I may kindly be allowed to speak in my mother tongue Oriya.

Sir, Parliament is the supreme democratic body. We are all elected to this house democratically. You are our Deputy Speaker. Now you are in the Chair: You have allowed me to speak. I am really grateful to you for having given me the opportunity to express my views on the Railway Budget.

Our Railway Minister has presented the Railway Budget for the year 1992-93. He is a refine gentleman. He is also a very simple man. He comes from a minority community. I have come from a tribal community. We are very innocent people. The Hon'ble Railway Minister is an experienced man. He is very open minded. So, I would like to make a demand in the House freely and frankly. My demand is very old. It is open to everybody I mean it is known to everybody. The Railway Minister knows it very well that I represent a backward area, a tribal area of Orissa i.e. Keonjhar district which is full of minerals. We have got very rich quality minerals. As you know Orissa is lagging far behind other states in the country in the matter of Railway development. We have got less railway routes compared to other states. Take the case of the total length of Railways in Orissa. Here, also, we are in the last position. Other States are far ahead of us.

18.00 hrs.

Sir, British Govt. wanted to connect Calcutta with Madras. So, they laid the foundation of the South Eastern Railways. They connected Calcutta and Madras by rail. The line has gone via Orissa. That is how Orissa is brought under the Railway map. Other-wise Orissa is very much neglected in Railways. Similarly Keonjhar is very much neglected in Orissa even in the matter of Railway. We have not been given justice in this Sector. Right from 1977 when I become the Member of this House, I have been demanding for the construction of Jakhpura-Banspani line. The first phase of the line from Jakhpura to Banspani has been completed and opened for traffic in 1979. Since then no step has been taken to construct the second and third phases of the line from Daitarj to Keonjhar garh and Keonjhar-garh to Banspani. Why the Railway Ministry is adopting this attitude? Why the Govt. of India is not constructing this line? Is it not a fact that the line is more remunerative than

several other lines which are being constructed now? Why the fund has not been allocated in the current year's Budget despite the fact that it is a sanctioned project.

Sir, Prof. Madhu Dandavate was the Railway Minister in 1977. At that time Rs. 174 crores was sanctioned for this project. Shri George Fernades also showed sympathy for this line when he was the Railway Minister in 1990. But the allocation for the line reduced to Rs. 1 Crores when Shri Bhakta Charan Das was Minister of State for Railway. Why the then Prime Minister Shri Chandra Shekhar did not realise the need to take up the construction of the line. I am sorry the fund has not been sanctioned adequately for this line despite the fact that Shri B.C.Das, the then Minister of State for Railways was elected from Kalahandi district of Orissa. The present Railway Minister says that he wants to give priority for the development of the backward area. This is also a project in the backward area and the development of that backward area depends on the completion of that Railway line I am referred to. The Minister has also listed a number of narrow gauge and broad gauge lines which are not economical. He said that those narrow gauge and broad gauge lines incurred a loss to the tune of Rs. 144 crores. Why are those lines incurring losses? So far the mining areas are concerned you have not visited the mining areas in Orissa. The mining areas in Orissa are giving maximum revenues to the Railways. The mining areas in Orissa are the only revenue earning areas in South Eastern Railways. In the past the mining areas in the Orissa-Bihar Boarder were connected by Rail with a view to transport timber and wood which were required for the Railways. The Railway Minister must realise this. Now Tata-Badam Pahar and Rupsa-Bangiriposhi lines have been closed down or on the verge of closure. This is not commercial. You have not followed me. What that is not commercial, is that not business. What are they doing? Why it is so happenign? Why the

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[Sh. Govind Chandra Munda]

In 1964, he joined as a Trainee in my district. At that time Shri Uday Nath Sahoo was the collector there. The proposal to construct Banspani-Jakhpura line was mooted at that period. You can ask Shri Gobardhan. If he has left the Hosue, let him left.

lines after lines are becoming uneconomical? It is because the economical viability is not being made criterion while taking up a Project. Hence there is growing loss. You are always saying that you have no fund. If you cannot do it then get out of the office. I charge you Mr. Minister you could not determine and decide the urgency of the Project. If you are not able to do it you resign. You have not given us fund. What are they doing there? I am very much sorry? Have you seen it? I am very much sorry to speak like this. So far as the present line is concerned it is regrettable that fund has not been provided for this line in the current year's Budget. I humbly request the Minister through you, Mr Deputy Speaker, to please help us and complete this road. But our Minister is always saying that he has no fund. We have been making this demand for last thirty years. If the Jakhpura-Banspani line is completed it will facilitate the transport of minerals to Paradeep Port. If Banspani is connected with Paradeep, the port will be considered as the most remunerative port. Paradeep will be more profitable than Calcutta or Haldia Port. Thus the Jakhpura-Banspani line will change the economic scenery of the entire nation. Then, why the Railway Minister has not realised this Point? How long you will neglect a particular area? Now the iron and other minerals are transported to Paradeep Port in a circuitous route via Bihar and West Bengal. Minerals are being transported to Calcutta and Haldia Port. Why it is being done? Is it with an intention to declare Paradeep a sick Port. How long we will tolerate this? It is most unfortunate that the local S.C. & S.T. candidates are not being absorbed in the Railway Project set up in Orissa. Are they not fit for even the jobs of Peons? I am really very sorry that the line has not been taken up during last thirty years. My friend Shri Bhagey Gobardhan is now a Member of Congress Party. He is occupying a seat in the treasury bench. He knows me very well. He was an IAS Officer.

Mr. Deputy Speaker, Sir, I would like to submit to the Hon'ble Minister through you to take up the Jakhpura-Banspani line without any further delay and it should be completed before the Eighth Five year plan.

Does our Orissa not contribute anything. What are you doing there now? If you are not to do anything, please get out of this post. You are not fit for the post of the Railway Minister I charge you. I was a Member of the Legislative Assembly. From 1952, I was a Minister of Health and Home in Orissa - four years. My Chief Minister, Shri Biju Patnaik is there.

Where are the funds going? Officials misuse the funds and make false excuse. Do you know that I have been elected M.P. for three times. I am an Adivasi man. Please excuse me, Mr. Deputy Speaker, for saying something in English and Hindi instead of Oriya. I know everything. I can speak both English and Hindi but my mother tongue is Oriya.

Therefore, Sir, I may kindly be excused for I switched over to Hindi and English though at the beginning of my speech I had taken permission from you to speak in my mother tongue Oriya. Lastly I would like to appeal to the Hon'ble Minister through you Mr. Deputy Speaker to take up the construction of Jakhpura-Banspani line without further loss of time. Or else I shall go on a hunger strike. I want now to seat on the well of the House to highlight the need of constructing of line. If the Minister gives me firm assurance that the suggestion would be considered then I shall withdraw myself from the well.

18.00 hrs.

You must answer our questions now, otherwise we would protest by sitting here. I am an Adivasi, You should tell hon. Minister to say Yes or No to our demands.

18.11 hrs.

At this stage, Shri Govinda Chandra Munda came and sat on the floor near the Table.

(Interruptions)

MR. DEPUTY-SPEAKER: Shri Srikanta Jena, take him back.

(Interruptions)

18.12 hrs.

At this stage, Shri Govinda Chandra Munda went back to his seat.

[English]

SHRI SRIKANTA JENA (Cuttack): Mr. Deputy-Speaker, Sir, my only request to the hon. Minister is that the demand made by Shri Govinda Chandra Munda for the railway lines from Jagpura to Banaspani and Doitori to Banaspani may be considered. The hon. Minister knows that the South-Eastern Railway is the only Railway which is earning profits in the entire railway system of our country. It is giving the maximum revenue to the country. This is not the demand of only Shri Govinda Chandra Munda. But all the Members of Parliament from Orissa will agree on this proposal about the Jagpura-Banaspani and Doitori-Banaspani railway line which is the most important railway line. It is not only for Keonjhar district but it is for the whole of Orissa, and it will benefit the country. This demand has to be fulfilled.

But unfortunately not a single paisa has

been provided for this line. Instead of that, the Minister has given some money for Talchar-Sambalpur line. I will only request that the hon. Minister should respond to this request.

SHRI C. K. JAFFER SHARIEF: I am supposed to reply at the end. I can only say at this juncture that I fully respect his sentiments.

MR. DEPUTY-SPEAKER: Fine.

SHRISHARAD DIGHE: (Bombay North Central): Mr. Deputy-Speaker, I rise to support this Railway Budget presented by the Railway Minister. I support the Budget except for one paragraph in the Budget. That paragraph is paragraph 31.9, sub-para (4), which refers to the increase in the monthly season tickets as far as the suburban railways are concerned.

Coming from North Central Bombay, I must ventilate the grievances of the commuters of Bombay as far as this unreasonable hike in the season tickets is concerned. But I would come to the subject later on at the end of my speech.

For the present I would congratulate the Railway Minister for giving a good Budget and showing a good performance as far as the year 1991-92 is concerned. The actuals of the earlier year 1990-91 are also finalised and they also show two million tonnes revenue earning freight more than what was projected. Similarly passenger traffic also has shown a five percent increase.

As far as the Revised Estimates for 1991-92 are concerned, as the Railway Minister himself has said, the performance is excellent and enviable. I share that view which the Railway Minister himself has expressed as ultimately it has ended in a surplus of Rs. 435 crores. And that is due to judicious management of the railway mat-

[Sh. Sharad Dighe]

ters, particularly the financial matters. The credit goes to the present Railway Minister.

Now coming to the current year for which the Budget has been presented, the main constraint as far as the Railway Minister is concerned, it appears to me, is the reduction in the Plan size. The Planning Commission had initially suggested the Plan size of Rs. 5,325 crores and the Railway Minister has been bold enough to raise it to Rs. 5,700 crores. This was particularly on the background of the diminishing budgetary support, which came down from Rs. 1,672 crores to only Rs. 1000 crores. Further, the borrowings have also come down from Rs. 15,000 crores to Rs. 1200 crores only. Therefore, on this background I must give credit to the Railway Minister for taking a bold initiative in fixing the Plan size at Rs. 5,700 crores.

Now having fixed this size, he has also decided the thrust areas. And the two thrust areas, which he has decided are gauge conversion and rolling stock. Gauge conversion has substantially gone up from Rs. 89 crores actuals of 1990-91 and revised estimates of Rs. 133 crores in 1991-92, to Rs. 554 crores as far as the current year is concerned.

Now some people has said: "why is this emphasis on gauge conversion at such a substantial increase?" I submit that this is the right direction. This will first give the smooth moving as far as Railways are concerned because the small patches of metre-gauge always hinder the rolling of the railway stock and it does not instil confidence among the industrialists, who want to open industries particularly in the backward areas of this country. This will give impetus as far as industrialisation is concerned. And it is in consonance with the present Industrial Policy and the liberalisation of the Economic Policy. Therefore, I would welcome this thrust

on the gauge conversion. It is further likely to create more employment, particularly in the backward regions of this country. The proposed kilometre gauge conversion under the Eighth Five Year Plan is 6,000 route kilometres. And from that, as far as this year is concerned, the target which has been fixed is 3,500 route kilometer. And that is a welcome sign. This trust in the Budget is welcome. And this would go along way as far as industrialisation of this country is concerned.

Now, similarly another thrust given is on the rolling stock. The revised estimates of 1991-92 were Rs. 724 crores. They have been substantially increased to Rs. 1180 crores. That will also give a good impetus as far as the development of Railways and the industrialization of this country is concerned. Of course, this has resulted in the slashing of the other two priorities - new lines and doubling. For that, the allotment has been substantially slashed from Rs. 241 crores in 1990-91 to Rs. 186 crores as far as new lines are concerned, and from Rs. 269 crores to Rs. 131 crores as far as doubling is concerned. But that was logical and naturally when you give thrust on the gauge conversion, you cannot have simultaneously the thrust on new lines and on the doubling of the lines also. Therefore, I feel that in course of time when this gauge conversion would be completed substantially, further thrust in future would be given on the doubling and the new lines. So, this is in the right direction.

Sir, as you have rung the bell, I would straightaway come to the Bombay suburban railway. The Railway Minister had to mobilise Rs. 1,300 crores as far as current year is concerned. He has chosen to raise Rs. 671 crores by raising the passenger fares and Rs. 695 crores by raising the freight. He has taken the non-inflationary step by excluding the essentials and has not raised the freight more than 7.5 percent, and as far as coal is concerned, not more than four percent. But

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as far as passengers are concerned, I would submit that the suburban passengers ought to have been spared. Out of these Rs. 671 crores, Rs. 76 crores will be raised from upper class passengers and Rs. 569 crores from second class passengers. Rupees six crores will be realised through sleeper charges and Rs. 120 crores through monthly season tickets.

As far as Bombay city is concerned, the figures show that out of the total commuters of suburban railways in the whole country, 76 percent account for from the Bombay city and only 24 percent from Madras and Calcutta combined together. Therefore, the whole burden will be on the Bombay commuters because the main thrust is on the Bombay commuters. They should have been shared for the reason that they per force travel by train everyday because they want to reach their place of work. The housing facilities are not there near their place of work and, therefore, they have to come not only from Kalyan and Dombivali but from Karjat or sometimes from Pune and Nasik also. They come not only from Virar but even from Bheyander and palghar. Therefore, those who come for work, the burden should not have been put on them. That reduces their pay packet because they are all salaried people, wage earners sometimes only industrial workers. So, such burden ought not have been put on them.

I submit that the fare increase should not be looked upon, as far as passengers are concerned, merely as a budgetary item. In order to increase some amount in the budget, do not look upon the passenger fares, the season ticket fares for increasing the budgetary amount. There should be increase on some scientific basis. Why do you increase them? Not only because you want money. They should be increased from the cost point of view. Therefore, our suggestion from the beginning has been - not only I have said several times in this House but I think my

colleagues on the Opposition benches have also said frequently-that a separate zone for Bombay suburban railway should be established and ultimately the fare should be fixed on cost basis and not merely there should be arbitrary increase whenever the budgetary provisions require some money.

Now we have already got Dr. D. M. Nanjudappa Committee which is looking after the railway fares and freight.

The Railway Ministry should not have taken into their head to arbitrarily increase these rates before that Committee gave many report and put more burden on the Bombay commuters. I, therefore, strongly protest against this increase and urge upon the Railway Ministry to review this point and I hope that at the time of giving his reply to the debate the hon. Minister would announce that the fare hikes as far as the season tickets are concerned for suburban railways are dropped absolutely and he relies upon the other things.

Then the question comes as to how to mobilise funds for the development. Of course, as I have shown that not a very substantial amount is coming from this increase. Therefore, he could have followed the other methods also. There are so many uneconomic lines as disclosed in reply to Starred Question No. 184 on 10th March 1992 in this House. Some of these uneconomic lines may be closed down. There are also number of instances of ticket-less travel. This should be cut down and the expenses can be brought down.

I am told that there are delay in the implementation of projects. I read the other day that 96 Railway projects overshoot cost and time and in The Economic Times it has been stated that out of this about ten doubling and new-line projects have registered cost overrun of nearly 54 percent. 22 projects have reported time delays ranging from

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1.21 months in the first two quarters of the current financial year. The cost of the ten doubling and new-line projects went up from Rs. 2,856 crores to Rs. 4,392.2 crores during the period of April to September in the current financial year. The cost rose by Rs. 1,536.2 crores or roughly 54 percent over the estimated cost. If the projects are delayed and ultimately the cost goes upto 54 percent, I submit that, it will cost the country very heavily. I submit that if we concentrate on this aspect and complete the projects in time, much saving can be done and it would not be necessary to raise the suburban fares.

We have now been privatising the railway catering. Apart from other things I would say that this was giving earning of net profit of Rs. 3.32 crores. If this is the position, why should the government think of privatising the catering system that is prevailing in the Railways for a long time? It was there in private hands. Ultimately, with great experience, this was made a departmental thing. It is running into good profits. Such profit-making projects should not be closed down. That will also give a good income as far as Railways are concerned.

I would request the Planning Commission to give more support to the Railways because they are the main infrastructure as far as the country's development is concerned. The Planning Commission should not go on decreasing, day by day, the support to the Railway plan. They should, in fact, encourage and give more and more funds as far as this big public undertaking and big useful infrastructure of the country are concerned.

With these words, I support this Budget.

[Translation]

SHRI S. M. LALJAN BASHA (Guntur):

Mr. Deputy Speaker, Sir, I stand to oppose this railway Budget. Few days back twenty to twenty-five persons were killed in a railway accident. I was also travelling in that train. Even then railway authorities did not enquire about the welfare of the passengers including me. I would tell you the state of affairs in the railway services. Many accidents take place daily and so many people are killed in these accidents. No concrete actions have been taken to keep a check on this tendency.

Mr. Deputy Speaker, Sir, even after the forty four years of independence, people still travel by sitting on the roof-top of the trains and consequently they are killed in accidents. It is matter of great regret that still a large number of people travel on the roofs of the trains. No attention has been paid towards this fact.

There are no proper arrangements for sanitation. Stations always give a dirty look. When the officers concerned come to know about the arrival of some Minister, all the concerned stations are cleaned and made neat and tidy, afterwards the same conditions prevail. No attention is paid to health and hygiene also in catering service. People are getting diseases by eating such dirty food.

There is wide,spread corruption in all the departments of Railway. Contracts are given to particular contractors and it involves corruption of crores of rupees and Railways have to incur losses. Government has put no control on corruption. It is commonly said if a person gets two contracts from Railways Department then he can earn his livelihood for ten to twenty years without working. Corruption is wide-spread also in purchase departments. Tenders are passed for purchasing articles for rupees five lakhs which are worth one lakh and no enquiry is made against it. In loading unloading work fifty lakhs are paid for the work which can be done properly in just twenty five lakhs. Actu-

ally misappropriation of funds is done in collusion with private contractors. Cases of thefts and dacoity are a routine matter in railways and all this is done in connivance with the railway authorities. The extent of corruption can be well imagined. All this loss has to be borne by the Railway Department. To meet this loss and to increase railway revenue, every year railway fares and freight charges are increased. Whereas Government should increase its income by putting an end to the wide-spread corruptions in various departments.

This corruption can be properly checked by surprise checking by the railway officials and railway Minister. I would request the hon. Minister to make surprise checks.

I conclude by opposing the Railway Budget.

[English]

SHRI BIR SINGH MAHATO (Purulia):
Mr. Deputy Speaker, Sir, I rise to oppose the Railway Budget proposals presented by the hon. Railway Minister for its anti-people and anti-railway workers policy. The budget proposals presented by the hon. Minister will put a heavy burden on the common people by way of hefty rise in freight and passenger fares.

The imposition of additional fare amounts to Rs. 1,366 crores of which passenger fares will be Rs. 617 crores and freight charges will be Rs. 696 crores. There are so many ways for sufficient income in Railways. So, I request the hon. Minister to withdraw at least the Second Class passenger fare hike. The increase in the sub-urban passenger fares will have maximum burden on the daily commuters and the amount comes to Rs. 260 crores by this new hike. The 7.5 percent increase in freight charges will have a cascading effect on the price rise from 1st April of this year and it shall push up the prices.

Sir, the budget also proposes privatisation in certain sections of Railways like sanitation, rolling stocks, catering, wagon building etc. Despite such a hike in passenger fares and sub-urban fares which is in between six percent and 62 percent and also hike in freight charges over 10 percent, there is no assurance for passenger amenities. The allocation for development programmes is also very meagre. The budget proposal also does not allay the widespread fears among the workers for the possible retrenchment in the days to come. On the contrary, the tenor of the speech further enhances the apprehension and the Efficiency and Research Directorate recounted for retrenchment. It also recommended that the workers will be reduced from 16 lakhs to 9 lakhs and that too, a part of the workers shall be from Class III employees like Clerks, Typists, ASMs, Guards etc.

Sir, in the Budget, the State of West Bengal has been neglected and a stepmotherly treatment has been given to West Bengal.

Sir, there are 6,000 km. lines of metre gauge which will be converted into broad gauge. The Railway Minister while visiting Purulia assured the people that 36.5 km. narrow gauge line from Purulia to Kotsila which is a very long standing demand of the people of Purulia will be converted into broad gauge. The assured, his conversion will be taken up in this 8th Plan. But that assurance has not been fulfilled. I request the Minister to recall his assurance and do the needful.

Lastly, in some newspapers, it has been mentioned that the Railway Minister is going to Rajasthan with the Members of Railway the Consultative Committee. In this critical juncture, when there is no money, when there is crisis everywhere, I object it as a member of the Consultative Committee. I request the hon. Railway Minister to review this decision and drop this proposal.

[Sh. Bir Singh Mahato]

I request again the hon. Railway Minister to review his decision of concerting narrow gauge line to broad gauge, one Purulia-Kotsila line, in S. E. Railway.

With these words, I conclude my speech.

[Translation]

*SHRI DWARKA NATH DAS (Karim Ganj): Hon'ble Deputy Speaker, Sir, I am thankful to you for giving me an opportunity to speak on the Railway Budget. The present Railway Budget of 1992-93 is just a photocopy of the previous Budget of 1991-92. There is no difference between the two. I don't want to go deep into the statistics and budget estimate stated by the Hon'ble Railway Minister. Because the Hon'ble Railway Minister has always been talking of financial constraining and it is surprising that this financial constrain has been continuing since the independence of the country and it will continue in the same manner.

India is one of the best countries in the world with regard to Railway transport. But its action plan does not deserve any particular appreciation. Of course, some meter gauge lines have been converted into Broad Gauge and these are expansion and electrification also. But these measures relate to cities only. Rural India has remained neglected for over. So I have no hesitation in saying that the present Railway Budget is not rural but urban-oriented. As regards expansion of Railway line in rural area, the excuse even is lack of patronisation. But, Sir, Railway is a Central Government Organisation where the talks is to be undertaken on no loss no profit basis. Then where does the question of patronisation arise?

Hon'ble Railway minister has exempted

the rate of ticket upto Ten K. M. But even this exemption could have been done away with. Because it would not make any difference. How much rural area has Railway connection? A look at the railway of India shows that the Railway lines are meant for connecting cities only. It has no interest for expansion in rural area. My presumption was that the Railway Ministry will focus its attention this year to the areas without railway expansion. But in reality it was not so. Except with the indication of conversion of some meter Gauge lines into Broad Gauge, electrifications and introduction of some new lines covering a few K.M. the Railway Budget has provided nothing new.

If we look at the Railway map of India what do we find? We find the central part of India some part of Andhra, Orissa have less railway lines. And in Assam we find there is only one railway line without any consideration for the rural area. This is the railway map and picture of Assam.

North F. Railways have been almost neglected in the present Railway Budget. They have fulfilled their duties just by introducing new service from Guwahati to New Bongaigaon new line from Dudhoni to Depa and from Mygrengdisa to diteckcherra and direct line from Komarghat to Guwahati has been somehow patched up.

Railway expansion is essential for the rapid industrialisation of the Brahmapura Valley. But adequate attention has not been paid in this regard. It is said that there will be infrastructure decentralization in rural area. But is decentralization or industrialisation possible without railway connection and expansion? Moreover extensive railway connection is urgent for ea, railway and forest resources of Assam. But attention has not been focused here.

The hilly line from Badarpur to Lumding is a wonderful railway connection for scenic beauty, but no developmental scheme has been indicated in the railway Budgetary proposal in this regard, leave aside the conversion into broad-gauge line. Badarpur junction is called the Railway-centre of North Kachar hilly district, Barak valley and Tripura state. But this has not been included for conversion into Railway division despite of its being a long-standing demand.

The demand in the last budget was for the expansion of branch line Karimganj-Dullabcherra of Karimganj district to Ranpur that means from Dullabcherra to Ranpur. This is not a new demand the people of that area had been asking for this expansion since last decade. Same demand expansion was there for branch line of Lala to Bhairangiti of Katakhal-Bhairabi section in Hailakandi district. Measurement also had been conducted but he present Railway budget has been silent on this Project. The present Railway lines particularly in the branch-line of Barak valley both the stations and trains have been neglected. The trains here are running with the help of old and almost useless engines and coaches at Snails pace without any consideration for time-factor. If you want some explanation, the stock reply of the General Manager of N.F. Railway is "lack of patronization". What he wants to say is difficult to understand.

Then after giving an assurance for reinstatement of the dismissed Railway employees of the 80's, the Railway Minister, after granting some monetary grant just remained silent on this issue. In the president's address, the priority of jobs for the SC/ST youth has been mentioned but the Railway Minister has not come out with any such proposal.

So, I would like to say that the demands

of the people of North Assam are (*Interruptions*) Just one minute please.

Sir, as I was saying that the demands of the people of North Assam are:-

1. Expansion of the last station of Dullabcherra of Karimganj District to Ranpur.
2. Expansion of branch line from Lala station of Hailakandi to Bhairangti.
3. Development of Badarpur Lumding hilly line.
4. Upgradation of Badarpur junction into Railway division.
5. Two direct train services from Karimganj and Kumarghat to Guwahati.
6. Reinstatement of the dismissed Railway employees of the 80's.
7. Job priority for the SC/ST youths.
8. Development of all the branch-lines and stations of Barak valley.
9. Introduction of sufficient number of improved coaches with diesel engines.
10. Construction of either fly-over or bypass on the level crossing in the main entrance of Karimganj district.

In the end, I would like to submit that the present Railway Budget has failed to fulfill the hopes and aspirations of the people of Assam. So as a representative of the people of that area, I oppose the Railway Budget with these words, I conclude my speech. Thanking you.

* SHRI C. K. KUPPUSWAY (Coimbatore): Sir, I thank you very much for having

[Sh. C.K. Kuppaswamy]

given me an opportunity to speak on the Railway Budget for the year 1992-93. In order to cope up with the ever increasing number of Rail passengers it has become a custom to introduce New Trains every year. Keeping with the tradition 15 new trains are to be introduced this year and I welcome the announcement made by the Hon'ble Railway Minister. Of these rains 8 of them are to cover the Southern States. I heartily welcome this kind gesture by the Minister. For one who would feel that this year's Railway Budget has been prepared in a remarkably appreciable fashion. I congratulate the Minister for formulating praiseworthy proposals in the Budget. It bears testimony to his managerial skill and efficiency.

At the same time I would like to make a request to him. Rajdhani Express trains are meant to link the Capital of the Country with other metropolitan cities. Our beloved leader late Shri. Rajiv Gandhi had also assured us earlier that a Rajdhani Express train between New Delhi and Madras would be introduced. I hope our Railway Minister would fulfil that aspiration.

If you could fulfil this it would benefit all the four states in the southern part of our country. Karnataka, Andhra Pradesh, Kerala and Tamilnadu would be the beneficiary states once when you introduce a Rajdhani Express in such a fashion than the one that has been announced by the Minister. Railway Minister has now assured me that a new Rajdhani Express would be introduced to benefit the people of all the four southern states. I heartily thank the Minister for his plan to change the announced one. I hope he would fulfil his promise.

Railway signal and Telecommunications workshop is situated in Podanur that forms part of my Coimbatore Constituency. I would like to draw the attention of the House and

that of the Minister to its performance. That workshop has contributed to fetch foreign exchange earnings to the tune of about Rs. 5 crores. Recently a coder equipment worth about five and half lakhs of rupees was designed and developed in that unit. The workers of this workshop should be encouraged by way of enhanced housing facilities. Education facility provided to the children of the Railway employees needs to be improved. The Railway School there constructed during British rule is in a dilapidated condition. I had been here recently and saw for myself the condition of the old buildings. The buildings have to be renovated at the earliest and urge upon the Railway authorities to repair them and I request the Minister to allocate more funds to attend to this work.

It would be a befitting Employee Relations measure if a direct train from podanur to Tiruchirapalli is introduced to benefit the Railway workers there. This request from those workers remain unattended for long.

I would like to bring to your notice our long-pending demand to change the name of Maramalai Nagar Railway station in to Kamaraj Railway station. We took part in Satyagraha to impress upon the then government to name that station after the great leader Kamraj. He was one of the great leaders of India and was a renowned freedom fighter and later on a dynamic Chief Minister of Tamil Nadu. I hope the Minister is aware of our resorting to agitation to change the name of Maramalai Nagar Railway Station in to Kamaraj Railway Station. I would like to recall my taking part in that agitation. I had courted arrest and was put in prison too. I now request the Minister to look in to it and expedite the renaming process. I wish the name of the great leader Kamaraj be there at the earliest.

While welcoming and supporting the budget, I would like to appreciate unflinchingly the due care the Minister has taken in bring-

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ing out this budget. I welcome your exempting essential commodities like grains, pulses, salt, sugar, kerosene, diesel, fertilisers etc. from the purview of new freight levies.

I take this opportunity in this august House to welcome you announcement that new-freight-tariff would also exempt oil seeds, live stock and fodder the hike.

We all know that Railways are the biggest employer and entrepreneur in this country. It generates new employment opportunities and provides job to millions of our people. There are many employees working in number of Railway workshops and there are quite a large number of people engaged in its operation. Railway administration has a vast network. Such a huge body should continue to have human touch and must ensure job opportunities on a priority basis to the wards and dependants of the Railway employees. Railway men bring laurels to their organisation by winning awards in various fields. Hence Railway Administration should suitably recognise and honour the Railway workers by way of providing job opportunities to their sons and daughters. We are aware that we are still combating the unemployment problem. As very big employer of this country Railway Administration should always go in for providing employment opportunities to skilled and unskilled labour at all levels continuous Railways should ensure pleasant journey not only to the Indian passengers but also to the tourists and foreign visitors who travel by Indian Railways. A satisfaction that they have seen a clean and beautiful India should be derived. Passenger amenities, beautification and clean maintenance of rail routes should be given priority. As far as our Minister is concerned I have no doubt on this count because he hails from this Rail Family and he will take enough care to project the image of the Railways both within the country and abroad. I hope he would attach utmost importance to this maintenance aspect.

I also request the hon'ble Minister for Railways to name the Madras Central Station after our great leader Late Rajiv Gandhi. Central Station should be renamed as Rajiv Station. I hope he would fulfil this request from me.

As far as this Railway Budget we welcome all the positive aspects and measures wrought with good intention. At the same breath I would like to bring to the notice of the Minister certain grievances for redressal.

Our Minister would know only too well the Islamic Pilgrimage Centre Nagore. There are sizeable number of Muslim population in and around Coimbatore. Hence I request the Minister to weigh and consider a genuine demand to connect Coimbatore with Nagore introducing a new meter gauge train. This would foster commercial activities too.

As far as season ticket holders are concerned such commuters are more in number in metropolitan cities like Madras, Bombay, Calcutta and industrial towns like Tiruppur. The proposed hike in Railway Season Ticket fares would hit hard the middle-income-group. Hence I request the railway Minister to reconsider and withdraw the intended hike in season ticket fare.

Tiruppur an industrial town in Coimbatore District of Tamil Nadu is famous for garment and knitting factories. Majority of them are run like cottage industry but they all manage to export annually garments worth about Rs. 750 crores. It is also expected to go up further about Rs. 2500 crores a year by the turn of the century of at the earliest by 1990. Hence I request the Railway Minister to increase the reservation and berth facilities for Rail passengers if Tiruppur town to reach commercial cities like Bombay, Calcutta, Bangalore, Madras and Delhi.

Last but not the least I would like to draw

[Sh. C.K. Kuppaswamy]

the attention of the Minister to the leasing system in the Railway stations.

While giving on lease the Railway areas, normally they are lent on long-term-lease running up to 99 years. They are given on lease for such a long period for such small returns. I request the Minister to look in to this. To augment the revenue collectrions for the Railways this system should be revamped. Bill boards that are displayed in Railway Stations do not attract more rentals. I would like to draw the attention of Minister to notice the last gap and wide variance that exist between the Municipal Corporation's rentals per sq. ft. and that of the Railways' when corporations can earn enough and ensure more revenue, the Railways with its vast potential should do well to earn more. Infact more adspace and hoarding sites and bill-board areas are there with Railways. The rentals fixed by the railways are disproportionately very low. There could be some loopholes and mismanagement somewhere. I request the Minister to attend to this as immediately as he can. He should pull up authorities in this regard as and where they occur. Railways can earn more through advertisers and this is a potential area which would enable us to augment our receipts.

There are innumerable people who live below-poverty-line live in slums beside the railway lines. If you find such occupied lands are not needed for the Railways, than the Minister can consider hinding over such and to those poor people.

I heartily welcome this budget. While congratulating the Railway Minister for his commendable job I would like to place on record my admiration and appreciation for the mature and efficient administration and governance provided by our Prime Minister Shri. P. V. Narasimha Rao.

I who belong to this great congress party which has won freedom to this country and preserve its unity and integrity take a vow now that I will continue to contribute my mite to preserve the unity and integrity. I see this ceaseless mission in the efficient operation of Indian Railways which unites this subcontinent in to one big country. Congratulating the Commendable job performed by the Railways and its able Minister now, let me conclude my speech.

19.00 hrs.

SHRI PIUS TIRKEY (Alipurduamirs):
Mr. Deputy Speaker, Sir, I oppose his anti-people Railway budget and I want to submit to the hon. Minister that no attention is being paid towards north Eastern Frontier Railway which was an important railway during India-Pakistan war period. But this zone is the most backward today. Very little is being spent in this zone as compared to other zones. We can not even think about the electrification of the tracks. Assam-Dibrugarh train is also not avilable. So I request that maximum trains should be started between those two points for the benefit of the people there.

Sir, unfortunately, none of the Railway Ministers in the past has been from our area. So the situation is very grim there. Shri Ghanikhan Chowdhury was railway Minister for some time but he restricted himself only to Malda. The areas from where Railway Ministers belonged, have developed a lot. There was lot of development in Railways in Bihar while Shri George Fernandes was the Railway Minister. Now I request the present Railway Minister not to restrict himself only to Bangalore but to take care of the whole country and pay special attention towards my area.

Sir, today regionalism is spreading fast in the whole country. Every one is thinking about his own region. None of the party is

working for the country. There is a big question mark on unity and integrity of the country. So the Railway Minister should pay his attention towards it and should introduce new trains in the backward areas.

Sir, there was a proposal to lay a new Railway Line from Makra to Balorghat. There is a signboard which has a list of places where stations would be constructed. But so far no work has been started. This is a long standing demand of the area and an ongoing project. I would therefore, urge that it should be completed at the earliest. Balorghat district of West Bengal is a district which is still not connected with any railway line. So I request you must pay attention atleast to this district.

Mr. Deputy Speaker, Sir, Alipurduars junction is a divisional headquarter of Frontier Railways. A large amount was spent to construct this junction. A housing colony was constructed for the employees. It can be developed further. The capacity of B. G. can be raised to 10-12 trains, but it has been rejected. The locoshed does not have a roof there. The workers work with an umbrella in their hands during rains. I request you to provide tin for locoshed. If the tin cannot be made available at least Tarpaulin (Tripal) should be given so that workers do not face any difficulty while carrying on their duties in the rains.

Sir, the third important point is related to flyover. There should be a flyover at Siliguri railway crossing. Siliguri has become just like Calcutta. An over bridge on the level crossing is very essential. It must be noted and the work on it should be expedited. The Central Government should fulfill the long standing demand of double line from Sonapur to Dani in Sealdah Division near Calcutta. Majority of Rural population lives there, and that is why they should be benefited.

Mr. Deputy Speaker, Sir, it has been

said here that the Railway Budget is anti-people and a common man will not be benefited from it. It will rather increase the burden on the common man and the prices will shoot up. It is a fact. It has been opposed at many places. The Railways is not a profit making organisation but for common man's convenience. It should solve his difficulties. That is why it has been suggested that it should be run on no profit-no loss basis.

It is necessary to run the trains even though there may be no profit in it. It is for the benefit of the country. But it is observed that railway lines are not being laid where there is no profit and it is the common man who is suffering and facing inconvenience.

An assurance was given for reinstatement of those Railway employees who were victimised during the strike but nothing has been done so far. A decision in this regard should be taken soon. After all they too belong to the Railway family. There are few passenger amenities in the second class. There is neither any space to sit, nor cushions. Arrangement should be made to keep the compartments clean, particularly, during the long journeys. A Railway track should be constructed in Eastern Railway from Khagrahat road to Senthia via Kandi. This is an important route. Attention needs to be paid to it.

The Broad gauge line should be extended from New Alipurduars to Alipurduars Junction.

The reserved posts for handicapped in the railways is very less presently. Three percent reservation in jobs for them should be filled up. They want to live with self respect not by begging. The backlog of reserved posts for Scheduled Castes and Scheduled tribes should be filled up soon. Besides, efforts must be made provide jobs to minorities particularly, Muslims. I conclude with these words.

SHRI MANJAY LAL (Samastipur) Mr. Deputy Speaker, Sir, I have heard the speech of the Railway Minister with rapt attention and have gone through his Railway budget. Now I have drawn the conclusion that it is anti-people and anti-employees. Therefore I oppose it.

I rise to oppose some issues in this budget. Freight rates are being increased by seven and half percent from 1st April and fares have been increased by at least Rs. 5 in IInd class in ordinary passenger trains. There is a proposal to increase the fare of IInd class in Mail and Express trains from Rs. 1 to Re.25.

Monthly seasonal tickets will also cost more. Monthly tickets are purchased by the people belonging to middle class, by employees and by the poor. If the fare is increased it will increase their burden. This Railway Budget has openly neglected the non-Congress ruled States especially U.P., Bihar and West Bengal. It is anti-workers and will deprive them of their employment. It is a budget which would encourage regional imbalance. It promotes privatisation in railways. Sanitary work was privatised in railways last year. This year catering and containers of goods trains are being handed over to the private sector. It seems as if the railway department will privatise all the railway tracks and the passenger trains gradually and will only preforem the work of laying the railway tracks on which trains of private sector will run and they will earn the profit.

I oppose this Railway Budget because it has been prepared on the directives of World Bank and I.M.F. In 1980 David Hopper, the vice president of the World Bank, has submitted a report which says that the Indian Railways should be run only by 9 lakh 80 thousands employees rather than 16 lakh employces. This Budget will do nothing to provide more facilities to the passengers. I oppose this Budget because in it is anti-

employees, encourages retrenchment, increases the fares on the directives of the World Bank and I.M.F. and is an anti-national Budget.

Mr. Deputy Speaker, Sir, train is the cheapest and common mans mode of travelling. It is a common mans means of transport. It is expected of a Welfare State to present Budget for the Welfare of the people not for business. Bihar is the most backward State. But it has been utterly neglected. In 1908 the Chhitouni railway bridge was constructed. It connected Uttar Pradesh, Bihar and the border state of Nepal. This bridge was constructed from the point of view of strengthening border security also. In 1924 it collapsed following floods. In 1947 our country became free. The foundation stone of the bridge was laid three times-first the then Prime Minister Mrs. Indira Gandhi laid its foundation stone, thereafter, the then Minister of Railway Shri Lalit Narayan Mishra and later on, Shri Kedar Pandeya laid its foundation stone. But the bridge was not constructed After the national Front Government was formed in 1989, hon. Shri George Fernandes laid its foundation stone in 1990. In 1973 Rs. 7.50 crore were provided for the construction of the bridge. The amount was raised to Rs. 165 crore in 1990 but these days the work has been suspended. This time Rs. 15.05 crore have been provided for it. Since this scheme is of Rs. 165 crore and Rs. 30 crore have been given earlier, the account shows that very little money has been provided for it this time. The Minister of Railway States that some of the amount is to be given by the Bihar Government some by the Ministry of Water Resources and some by U. P. Government also. Mr. Deputy Speaker, Sir you are very well familiar with the economic condition of Bihar. I want that share of money to be borne by Bihar, should be given by the Central Government and the ministry of Railways in these special circumstances. The work on this bridge should be completed as early as possible.

Mr. Deputy Speaker, Sir, I have been elected from Samastipur constituency. In 1881 a railway workshop was set up in Samastipur. It was locomotive and coach factory. After Gorakhpur it was second railway factory. 3500 persons were working there that time. The work of repairing coaches started here in 1962. First of all, railway coaches used for carrying gun powder for army were manufactured there. This factory was awarded in 1964 for this work. In 1973 trains used for carrying tanks were manufactured for which it was again awarded in 1979. But these days the Government has ill intention to close this factory slowly. I have met the Minister of Railways two times in this connection. The Minister of Railways has assured me very geieously that he would look into it. I again request the hon. Minister to let the factory remain there so that there is no discontentment among the people.

I would like to point out that approval was accorded to construct 50 diesel sheds in 1990 in Samastipur and only Rs. 8 or 9 thousand have been provided for in the budget of this year. This amount of Rs. 8 or 9 thousand has been given to keep the scheme alive. I would like to request the hon. Minister of Railways to start the construction work of 50 diesel sheds there as it has already been accorded approval.

I want to point out that Samastipur is the head-quarters of Divisional Railways and is district head-quarters also. But the neighbouring railway stations like Pusa Road to Satha jagat are controlled from the Sonapur division for the convenience of people and the department this work should be done from Samastipur and not from Sonapur.

I would also like to request that a railway level crossing should be constructed at the railway line in front of Durgasthan in R. P. F. colony of the Samastipur division headquarters, because every day 5 to 7 thousand persons cross the line. The proposal for the

conversion of the metre gauge from Sonapur to Bachhwada into broad gauge was passed in 1990. That work should be taken up soon. The survey has been conducted. Several times to construct a 'Gumati' at Bathuagram between Dubaha and Pusa Road railway stations near Samastipur. That Gumati must be constructed in public interest. The railway Halt between Hazipur and Bachhwada should be converted into permanent railway station. The Shaheed Express and the Ganga Yamuna Express run between Muzaffarpur and Delhi. One of these two trains should be operated from Samastipur, because Samastipur is not only Divisional Railway Headquarters but also a terminal point of many trains coming from several areas on metre gauge.

I would like to submit that Samastipur has no quota for railway reservation in Awadh Assam Express. Therefore, a quota or reservation from Samastipur to Assam should be fixed in that train.

Patna is the capital of Bihar but there is no direct train for Patna from Samastipur. Earlier, there was Danapur-Samastipur passenger train but it has been withdrawn. It should be started again. Superfast train from Muzaffarpur to Delhi should be introduced. There is no direct train between Muzaffarpur and Bhagalpur which are business centres. Hence a direct train between these two cities should be introduced. The Shramjeevee Express runs between Patna and New Delhi but it does not have pantry car. I have written to the hon. Minister several times to provide pantry car with this train. The Rajdhani Express operates between Calcutta and Delhi. It must be operated via Patna at least 2-3 days a week, because Patna is the capital of Bihar, and it will be proper to run the Rajdhani Express via the Rajdhani (i.e. Patna) The railway Gumati should be constructed at Shahpur between Bachhwara and Hazipur, and at village Sirdilpur between Pator-Basudevpur stations. Surveys in this regard

[Sh. Manjay Lal]

have already been conducted. Similarly, Arrah-Sasaram railway line is closed for many years. There are one hundred rice-ills and Dalmia Nagar, and industrial city on this railway line. It connects many districts, construction work should also be started on this line soon. Railway bridge should be constructed on the river Ganga between Deegha and Pahleja. Its surey work has already been conducted. This bridge has not been constructed till now. It would be constructed immediately.

In the end, I would like to say a few words about corruption. The Railway has to suffer heavy loss due to corruption. As I remember in 1990 a conference about "eradicate corruption" was held under the auspices of All India Railway Workers Union and Shri George Fernandes was its Chief guest. I had got the opportunity to inaugurate this conference. That time certain action were taken to remove corruption. There is corruption in the railway Recruitment Board and in many other fields. I would like to request the hon. Minister to work to the true sense of his name, Sharif and must curb corruption prevailing in railway.

With these words, I conclude an express my thanks for giving me time.

SHRI BRAHMANAND MANDAL (Monghyr): Mr. Deputy Speaker, Sir, I express my thanks to you for giving me time to speak on this Budget which is against the interest of common people.

The Minister of Railway has stated in his speech, "In accordance with the new ideology and new policy of the Government in the economic sectors of the country, the Railway organisation and administration needs to be made changeable. I have gone through the Railway Budget but I did not find any novel ideology and novel policy in it. The

Government has made the Railway Budget according to the new economic policy Government. It is definitely an old thing, there is nothing new in it. You have talked about the privatisation. There is this theory of privatisation or private ownership in the society for centuries. After that our society and the world have witnessed that our economy is leased on society. Thirdly, effort was made to follow mixed economic policy in the country and it has been adopted in our country for continuously 45 years. It has also been termed as a new thing. What is the fourth new thing? I should also mention it. If the hon. Minister of Railway holds that to run a country at the directives of the multinational companies, the International Monetary Fund and the World bank is a new policy or ideology then I think this is also not new ideology or policy. Therefore, I ask him not to talk of new policy and new ideology. He should rather say that he wants to restore the centuries old policy.

The other point is about the balanced development. There has been no mention of balanced development in the budget rather much has been said about regional imbalance. I can cite an example. In Jamalpur area there is a factory which has been set up by the Britishers in the 19th Century. 22 thousand labourers were working in that factory prior to Independence. Steam engines were repaired there and even today that factory is performing the same function. Now only 12 thousand labourers are working in this factory. What happened to the lot of remaining 10 thousand labourers. The population of the country and that area has increased but now 12 thousand labourers work there and it has been stated in this budget that all steam engines will be replaced by 2000 A. D. What will be the fate of Jamalpur factory, which was once the biggest factory in Asia. There are many skilled labourers, and railway land stretches to a large area. Machines worth crores of rupees is lying idle in Jamalpur factory. These are being sold at

the rate of iron scrap by weight while it could have been used for setting up a new wagon and coach factory and people could have been employed there. But all this is not being done. Is it not an example of imbalanced development policy?

Therefore, I would like to submit to the hon. Minister that he should consider it and change the Jamalpur Railway Factory into a coach factory. In this connection when I had correspondence earlier, he said that there was no infrastructure and when we told him that there was infrastructure he replied that the existing wagon and coach factories have so much capacity that there is no need of setting up a new coach and wagon factory. But in January we read a statement of the Minister of State in the Ministry of Railways Shri Mallikarjun that our country requires 38 thousand wagons but only 18 thousand wagons are available. Out of these 18 thousand wagons 11 thousand are engaged in the supply of coal. Thus contradictory statements are given. Therefore, I would like to submit that when 38 thousand wagons are required in the country and the existing wagon factories and coach factories are unable to fulfil this requirement. Why cannot a new factory at low cost be set up at Jamalpur as skilled labourers who were working there for years are available; and machines worth crores of rupees, could also properly used and there is no need to invest more money. The Government will not have to purchase land also for this purpose.

Secondly I would like to point out that in this budget Rs. 32 or Rs. 33 crore have been allocated for modernisation of Jamalpur Factory. On 6th January the Chief Manager of Jamalpur factory stated in a press conference, that Rs. 65 crore would be allocated, but when I went through the budget, I found that only Rs. 32 or Rs. 33 crore were allocated which is not adequate for modernisation. In this connection I would like to say that this allocation should be increased and at

least Rs. 85 crore should be invested in the factory. Double line is being laid between Bhagalpur-Jamalpur and Koel in Bhagalpur Division, and Rs. 31 crore have been spent on it but a distance of 6 kms from Ratanpur, to Jamalpur has been left out. Besides a distance of 16 km.s. from Kajara to Koel has also been left out. Rs. 31 crore have been spent on this section and 22 kms. track has been left out.

Therefore, I would like to say that this 22 kms. track should be doubled and funds should be allocated for it in the Budget. Dumka and Hazaribagh are two commissionerates and the Jharkhand movement is gaining ground there because the area is deprived of development for years now. There is no railway line upto Dumka and Hazaribagh. That is why the Adivasis are demanding separate Jharkhand State and the movement is becoming violent. The main reason is that this Adivasi area has been neglected after Independence and no attention has been paid for its development. Therefore, I would like to submit that Hazaribagh and Dumka should be linked with railway lines and the idea of balanced development should be implemented in the true sense. This area is an example of imbalanced development.

Mr. Deputy Speaker, Sir, as far as the corruption in railways is concerned the provisions in the budget escalate and their is undue delay in implementation of projects as a result of which there is loss of crores of rupees. Lot of funds to be spent on development works go down the drain. Therefore, I would like to request the hon. Minister that arrangement should be made to complete the work in allocated amount and time frame, so that money and time can be saved and corruption can be removed.

I also oppose this Railway budget for hike in fare and freight. I has been said that there is no hike on the journey upto 10 kms. It is like giving a wooden toy to a child. It does

[Sh. Brahmanand Mandal]

not satisfy the appetite of a crying child but his attention is diverted for sometime and he enjoys. The hon. Railway Minister has also done something similar to this by not increasing the fare for the first 10 kms. Today, the journey of 10 kms. does not mean anything to be exploited, dalits, suppressed and the poor. Therefore, I would like to submit that at least there should be no hike in the fare of 100 kms. journey and the hike should be withdrawn. Similarly, fare of lower class seasonal tickets and higher class has been hiked by 5% to 20%, which as a whole comes to about 27%. Therefore, I would like to submit that fare should not be increased on his journey upto 100 kms.

Mr. Deputy Speaker, Sir, I would urge the hon. Minister to include the development works, which I mentioned, in the plan. With these words I conclude.

SHRI RAM NAIK (Bombay North): Mr. Deputy Speaker, Sir, I oppose the Railway budget because it is a brutal attack on the railway passengers. I strongly oppose the Railway Budget as I am anti-passenger, anti-commuter, anti-working class and anti-middle class. Not only I, but also 50 more hon. M. Ps from my party have given cut motion notices to oppose this budget. We also oppose the budget as the increase in the season ticket fares is unjustified, unbearable and inequitable.

Mr. Deputy Speaker, Sir, the hon. Minister of Finance is considered to be stronger and more powerful than the hon. Minister of Railways. As far as the economic issues are concerned, it seems from the budget that the hon. Minister of Railways is more powerful than the hon. Minister of Finance. The hon. Minister of Finance is vested with the powers to enhance all the tax rates like income Tax and Custom Duties and has at his disposal all the Departments and Corporations, but

still the hon. Minister of Finance, Shri Manmohan Singh has just proposed a sum of Rs. 983 crore towards additional taxes. But the hon. Minister of Railways has tried to mobilise Rs. 1366 crore of additional revenue by increasing passenger fares, freight charges and surcharge rates. It means that the additional resources to be mobilised by the hon. Minister of Railways is 150 percent more than what the hon. Minister of Finance proposes to mobilise through additional taxes. Railway Budget is more anti-people than the General Budget. That is why I oppose it.

Mr. Deputy Speaker, Sir, you are well aware that every day about one crore passengers travel by railways in the country. Out of these one crore passengers, 58 lakh are the passengers who travel daily with monthly season tickets and quarterly season tickets. Out of these daily commuters, 50 lakh travel in Bombay city alone. Out of the total number of daily commutism 76 percent belong to Bombay, 17 percent to Calcutta and 7 percent to Madras. I do not say that fares have been enhanced only for these passengers. Season ticket fares have been hiked wherever this facility is available. It has affected the commuters of Delhi-Ghaziabad, Bangalore-Mysore and Pune-Chichwad routes. It means that the burden of increase in fares has been put on 75 lakh passengers in the country.

While putting additional burden, the hon. Minister of Railways has himself tried to mislead people. This is nothing but fraud with people.

Mr. Deputy Speaker, Sir, on page 3 of the Railway budget it has been mentioned that.

[English]

"Second Class monthly Season Ticket fares are proposed to be increased to a level equal to 9 to 24 single journey fares from the

existing level of 8 to 23 single journey fares for different distance slabs. The First Class Monthly Season Ticket fares will be correspondingly revised to four times. The Second Class Monthly Season Ticket fares.'

[*Translation*]

Earlier, 8 single fares were being charged for shorter distances. It has been revised to 9 single fares. Similarly, 23 single fares for a big longer distance have been revised to 24 single fares. Now, if we work out the effect of revision on different commuters, it will be revealed that a daily commuter travelling a distance of 26 to 35 kilometres by second class season ticket will have to bear an additional burden of Rs. 33 and those travelling a distance of 100 to 120 kilometres will pay an extra charge of Rs. 52 per month. Though the increase from 8 single fares to 9 single fares or 23 single fares to 24 single fares seems to be very minor, but the common man, salaried people, industrial workers and working class will have to pay Rs. 52 extra every month. How unjustified it is as the common man cannot bear it. That's why the proposed increase in fares must be withdrawn.

The fares of last 3 years must be taken into account. I have got with me records of season ticket fares of last 3 years. The fare of second class Monthly Season Ticket in 1989 from Bombay to Virar, a distance of 60 kms, was Rs. 60 and now it has been increased to Rs. 116. It means that the fare has been doubled. Therefore, how this steep hike in fares can be appreciated by the common man. The travel cost of to and fro journeys from the place of residence to place of work has thus been revised upwards. Therefore, it cannot be tolerated. This increase has been effected by the Government itself.

Mr. Deputy Speaker, Sir, we discussed all these points with the hon. Minister of

Railways and also with the hon. Minister of Railways and also with the hon. Prime Minister, because it is not the look out of the former alone. I as well as Prof. Ram Kapse met them as we are the representatives of suburban commuters in Bombay. We both have close ties with the commuters. When we complained to the hon. Prime Minister about the hike in fares, he informed us that he was told that the hike was just nominal and there would be a minor difference. When we gave him the figures, he said...

[*English*]

"I will advise the Railway Minister to consult the Bombay M.Ps."

[*Translation*]

The hon. Prime Minister advised us to discuss the issue with the other hon. M. Ps from Bombay. He forwarded our joint memorandum to the hon. Minister of Railways with his remarks. Since then we have been looking forward to having a meeting with him. I think the President of Bombay Congress (I), Shri Murli Deora, Shri Sharad Dighe and probably Shri Sunil Dutt have also opposed the hike, which has been generally opposed by the whole House. It is not in the public interest to increase fares and it will also not be in the interest of the Congress party. (*Interruptions*)

THE MINISTER OF STATE OF THE MINISTRY OF STEEL (SHRI SANTOSH MOHAN DEV): What happened in the elections to Municipal Corporation.

SHRI RAM NAIK: 112 Congress and Republican Party candidates got elected. When was the Union Budget presented? I challenge them to again conduct elections in the city if the Congress (I) is really bold enough let it hold elections again and then witness the changed scenario itself. Then only they will come to know whether the

[Sh. Ram Naik]

[Translation]

people of Bombay have really taken the increase in fares in good spirit. (*Interruptions*)

SHRI SUNIL DUTT (Bombay North West): The people of Bombay were aware of the intended hike in fares in the Budget and I have got letters in this regard. (*Interruptions*)

SHRI RAM NAIK: Will the common man of Bombay support it? This issue concerns the entire country and is not anybody's personal concern. (*Interruptions*)

SHRI MANORANJAN BHAKTA (Andaman & Nicobar Islands): Why do you refer to Bombay alone.

SHRI RAM NAIK: I refer to Bombay because out of one crore passengers travelling by train daily, 50 lakh passengers belong to Bombay alone. In the long route trains, 70 passengers travel in a coach. According to the 'White Paper' issued by the Ministry of Railways 400 passengers travel in a coach in local trains in Bombay. The Government must ponder over the difference between 70 and 400. (*Interruptions*)

SHRI SONTOSH MOHAN DEV: Where do the others get tickets.

SHRI RAM NAIK: Residents of Bombay are being defamed. The people of Bombay do not travel without tickets and this can be ascertained from the other M.Ps of Bombay. The people of the city are honest. (*Interruptions*)

[English]

SHRI SONTOSH MOHAN DEV: You are misquoting. You are giving wrong figures. One hundred people are travelling.

SHRI RAM NAIK: In the long route trains 70 passengers travel in 9 coach, while in local trains in Bombay 400 passengers travel in a coach.

[English]

SHRI P. C. THOMAS (Muvattupuzha): What did BJP do? You did not do any harm to them. Why have those people opted against you?

SHRI RAM NAIK: It is not a question of this election or that election. If your friends from Member are sincere, they will tell you. You have been saying so and ridiculing poor people. It is putting salt on their injuries. You can have jokes here because you are having a majority. The people are going to tell you.

[Translation]

Bombay is such a city that when the elections were declared it voted you victorious. But later on the train services were suspended for three days. Nobody had the courage to go there. I do not want to participate in this discussion. It would be sheer wastage of time. Bombay city is being subjected to injustice.

On 6th March, I had asked in an unstarred question as to the amount of money collected in the form of taxes during 1990-91 in Bombay. According to the figures it is:

[English]

Central Excise	-	Rs. 5,354 crores;
Customs	-	Rs. 9,830 crores;
Income-tax	-	Rs. 3,278 crores

So, the total amount collected was Rs. 17, 662 crores in 1990-91. This was the

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 contribution of Bombay to the Central Exchequer. to the grievances of the Mumbai commuters.

The question was: How much amount was spent on Bombay for developmental purposes? The reply is: recommendations of Ninth Finance Commission, the Central Government has released the share of Rs. 48 crores to the Government of Maharashtra. The year-wise break-up is given below:

1989-90	Rs. 26 crores
1990-91	Rs. 7.71 crores

[Translation]

That the Government is providing only Rs. 7.71 crore that year for the city which is paying Rs. 17 thousand crore per year in the form of taxes. Is it sheer injustice? How long you will continue to do so? Because of this injustice and step-motherly treatment, common man of Bombay is feeling neglected. He will revolt. The day budget was announced the train services were stopped there for three days with immediate effect. Examinations were at hand so that the agitation was withdrawn. In the status paper of the Railways it is stated that there is a scheme of Rs. two thousand crore has been sanctioned for some improvement in railways. It is possible only when it is put into practice. This will help to reduce the rush in the trains. Not a single project out of these has been taken up. My submission is that the important projects may be taken up.

Mr. Deputy Speaker, Sir, as far as Calcutta is concerned, which is a metropolitan city, I would like to know the provision made this year for the suburban train there. It is given on page 8.03. It says that for Bombay... (Interruptions)

[English]

Mr. Sayeed, please pay some attention

SHRI P.M. SAYEED (Lakshadweep): Are you seeking my attention or the Minister's attention?

SHRI RAM NAIK: I am seeking your attention also. Ultimately all of us are going to vote ...

(Interruptions)

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALIKARJUN): It is the problem of Bombay. I am very attentive to this ... (Interruptions)

[English]

SHRI RAM NAIK: Very kind of you. Bombay gets in this budget a share of Rs. 32 crores; Calcutta gets Rs. 125 crores and Madras gets Rs. 14 crores.

[Translation]

There are 76 percent commuters in Bombay and for them only Rs. 32 crore have been provided whereas for 17 percent commuters of Calcutta there is a provision of Rs. 125 crores. For whom you are doing all this? The people of Bombay will feel agitated because step-motherly treatment is being meted out to them. So they are not to blame

You have said that 8th Five Year Plan is in its final stage. May I know which are the projects forwarded to the Planning Commission for approval.

[English]

Take the House into confidence and say that these are the proposals which you have submitted to the Planning Commission. And on that basis, it will be easy for us to decide whether you are going on the right track or not.

[Sh. Ram Naik]

[*Transation*]

Keeping in view such a State of affairs the government should provide funds in the budget. There is a scheme and that is for the extremely crowded section of Borivali to virar. A proposal for Chaudhary-Guadrupling has already been sent. The estimate has been finalised and its cost has also been worked out. You have not included this in the budget. The Government may decide that the most important project for the people of Bombay may be sanctioned.

There is hardly any mention of new bogies, new rakes and new EMU rakes to be introduced? There is no mention regarding the people's demand for 12 bogies EMU rake may replace the 9 bogies EMU rake. Therefore the scheme of 12 bogies rake may be started on war-footing. If it is done, the problem may be solved to some extent.

[*English*]

You have appointed another committee, the Railway Fare and Freight Committee headed by Dr. D. M. Nanjudappa.

[*Transation*]

In your speech you mentioned that the terms of Reference of the Committee have been advertised, but the regular functioning of that committee is yet to begin.

[*English*]

They could have written at least to M.Ps and should have sought their views.

[*Transation*]

So, if you have appointed a committee to review this work then why you have increased the fares prior to the submission of

the report of that committee. That ought not have been done. Therefore, I would suggest that the committee should be directed to know the opinion of the M.Ps of both the Houses. If it is not done, no progress is possible.

Mr. Speaker, Sir, I would conclude my speech with a submission that there is a plan of Rs. two thousand crore and such an amount is not possible only from hike in rail fares. You are aware of the fact that the M.Ps from Bombay have suggested that the surplus land of Railways should be commercialised and the funds that are raised from it be utilised in suburban development which has neither been done so far nor has it been decided at all. Crores of rupees of the people of Bombay are deposited in the Banks.

[*English*]

The deposits of Mumbai can be used for Railway department. You can just direct the banks that they should invest five percent of their deposits. From this you will get sufficient funds.

[*Transation*]

The people of Bombay can pay money but the Government cannot provide any scheme for them. It will continue repeating that there are no funds. How long is it possible to continue with that? Therefore, it is necessary to supervise the functioning of Bombay Suburban Section, and the position is changing now. If you say so, the Government can evolve a separate corporation for suburbs.

[*English*]

.....Keep the accounts separate. Let everything be separate.

[*Transation*]

Then you will come to know why a

Bombayite is saying so.

Mr. Deputy Speaker, Sir, lastly I would say that you have spoken about the workers of unions but you are not doing any justice to the unions. On what basis you should give recognition. It has been the situation for the last two years.

[English]

You are not recognising the unions on their strength.

[Transation]

So, my opinion is that you may recognise the union according to the number of its members. I am associated with Labour Union of India but I do not seek your kindness. My submission to the Minister is that the record of the employees of the Railway Union may be seen and if that work is not accomplished on the basis of it.

[English]

Give every Union right to focus their grievances.

[Transation]

Second Union of Railway Employees has organised a meeting but it has not been recognised.

[English]

You are filing cases against them.

[Transation]

Show-cause notices are being issued to them. I have some documents to prove it. I can also show them. Don't commit such injustice.

Considering all these things, please,

take care that we may lose our patience as we are unable to bear more burden. After all there is a limit to patience also. We have already touched that limit now. Therefore, I request you not only on the behalf of the people of Bombay but also on behalf of the people who buy season tickets that the increase in the fare should be withdrawn and if it is not withdrawn, we will launch an agitation outside this House and struggle for the cause and you will be held responsible for the consequences. With this background, I once again request you to fully withdraw the increase in the monthly season ticket. By making adjustment of 5 to 10 percent from here or there won't serve the purpose.

Mr. Deputy Speaker, Sir, I am thankful to you for giving me an opportunity to speak.

SHRI P. M. SAYEED (Lakshadweep):
So are you not supporting?

SHRI RAM NAIK: I am supporting the cut motion but I am asking for your support also.

[English]

SHRI SARAT CHANDRA PATANAYAK (Bolangir): Mr. Deputy Speaker, Sir, I would like to take the liberty to congratulate our hon. Minister of Railways for the introduction of progressive Railway Budget for the year 1992-93. In the changing economic order, Railways play a vital role. Despite resources difficulties and dismal economic scenario, the hon. Minister called a spade a spade by undertaking a resources mobilisation exercise, without hurting the lower class of society. The Budget attempts to raise resources through hike in passenger fares, and not on freight, so that price-line of essential commodities is maintained and the inflationary trend is checked. The increase in freight rate of 7.5 per cent is well below the going inflation rate and even the 4 per cent

[Sh. Sarat Chandra Pattanayak]

increase in coal is lower. The exercise aims at absorbing the cost through improved efficiency. Though the second-class fare has been increased in slabs, the passengers' facilities have not increased proportionately. Coming to Railways' performance, I may say that there has been an increase in Railway network of 155 kilometres during 1990-91 in comparison to previous years. The freight traffic has also increased by 2.1 per cent during 1990-91. And from April to December this year, the increase in freight traffic is 7.5 per cent. Likewise the passenger traffic has also shown considerable increase during April to December, 1991.

However, there is further need to tighten the cost of operation and improving the efficiency of railway system. The encroacher from railway land should be evicted within a time-frame and the Ministry should finalise a detailed Action Plan in this regard, so that surplus railway lands could be utilised to mop up additional revenues. Secondly, provision for new railway line and existing projects is inadequate. Some of the existing uneconomic railway lines should be opened to private operations so that the burden of railway is lessened. While the 'own-your-wagon' scheme is a right step, there should be privatisation of container system also, the facilitate speedy cargo movement.

As regards offering catering services to private parties, The Ministry should finalise the guidelines in this regard by giving priority to cooperative societies and ensuring hygienic standards in the catering service.

The administrative set-up of Railway network should be re-examined with a view to assess as to whether it has actually met the requirements and improve its efficiency.

Coming to the railway net work in Orissa, I may mention that the Bolangir-Khurda and

Langigarh - Jhunagarh railway line project in Orissa should be undertaken during the Eighth Five Year Plan so that the under-developed area like Bolangir and Phulbani can benefit from the development activities. The hon. Minister had laid the foundation of the Bolangir-Khurda railway line.

The Sambalpur-Talcher railway line project should be completed without further delay in the Manesar-Talcher section. Though the hon. Minister has announced about introduction of new trains, he has not cared to improve the train services in Orissa. The frequency of the Samata Express may be increased to twice a week. As far railway problems of an under-developed area like Bolangir, I do not see any reason as to why the railway overbridge at Kantabanji and Titilagarh could not be constructed immediately. So also the retiring room at Bolangir railway station - which is under construction - for the last three years - should be completed early.

20.00 hrs.

One superfast train may be introduced from New Delhi to Titilagarh junction of Bolangir District of Orissa so that the neglected districts of Orissa i.e. Sundergarh, Sambalpur, Bolangir, Kalahandi and Phulbani can be linked with Delhi and major cities of the country.

Regarding the employment in Sambalpur Railway Division, the educated unemployed, the skilled and unskilled labour of the Western part of Orissa are not getting any jobs in the new Sambalpur Railway Division. That is why I request our honourable Railway Minister to look into this matter. Outsiders are getting jobs in the Sambalpur Railway Division, but not the local people. So, this anomaly should be removed and the local people of Sambalpur District should be provided jobs in that Division.

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The jurisdiction of Sambalpur Division may be from Belpahad to Rourkela and Rourkela to Raigada and from Raigada to Khariar Road.

The electrification of Railway lines from Kharagpur to Khurda may be included in the Eighth Five-Year Plan. For Daitari-Banshpani, funds may be allotted by the Government. It is a very small matter, Sir. I request the honourable Railway Minister that the reservation quota of the towns like Kantaganj Bolangir Titagarh and Khariar Road may be increased in number.

Conversion of the old, sentimental Naupada-Parlakhemundi-Gunupur narrow gauge Railway line to broad gauge and extension to Rayagada or Bissam Cuttack, to make it economical is requested. This section caters to the basic travel needs of the underdeveloped region of Orissa State, dominated by Adivasis, Harijians and down-trodden.

Also to convert one of the existing three slow passenger trains between the important and busy cities of Berhampur and Bhubaneswar Capital, to meet the demands of almost 7000 daily commuters and working class of people is necessary.

These two, along with other proposals have already been submitted the hon. Railway Minister for active consideration by the group of Congress (I) M.Ps. from Orissa State.

Lastly, I request our hon. Minister that all the Congress (I) M.Ps. of Orissa submitted a Memorandum to the hon. Railway Minister to start a superfast train from New Delhi to Titagarh of the Bolangir District of Orissa. I request the hon. Minister to look into it.

With this, I conclude and I support this Budget.

SHRI PRATAP SINGH (Banka): MR. Deputy-Speaker, Sir, without any risk of directing the Railway Minister, who is not here at the moment.

AN HON. MEMBER: His junior Minister is here.

SHRI PRATAP SINGH:..... It is quite safe for me to state..... (*Interruptions*). He is his deputy. (*Interruptions*).

As I was saying Mr. Deputy-Speaker, without any risk that I know my esteemed colleague, Shri Jaffer Sharief is a gentleman, and a modest gentleman, therefore without embarrassing him - - had he been here, he might have been - - I can safely say that I hold him in highest esteem. Regrettably, though I am constrained to say that I can not say the same of the Budget as presented by him before this House, I cannot in any way say that I have much regard or esteem for his budget. There is not doubt this budget it is anti-people against the interests of the masses of our nation. It is against the interests of railway workers. All this goes without saying. In fact falls just short of being anti-national. But I can safely say that in this Railway Budget, the national interest is not going to be served.

Many hon. Members who have spoken before me have very ably, adequately and aptly placed before this House the Justification for the Government to subsidise Railways to a very great degree. This is usual practice which must be done for proper economic growth of the nation. Although the Railways do not directly participate in production and are not responsible for producing goods for the Indian economy, they serve an extremely useful purpose in the sense that they open up vast areas of hinterland which are deprived and denied opportunities for development. This fact has not been adequately recognised in this Budget. Therefore, I rise to oppose it.

[Sh. Pratap Singh]

The hon. Railway Minister is well aware that in the Plan, sufficient provisions have not been made for development of new railway lines and projects. The figures are with me. I am talking from the First Plan down to the Seventh Plan. We find here that there has been a progressive decline in the Plan outlays for the Railways which had reached the height of 15.43 and 15.45 per cent in the Second Plan and the Third Plan respectively and came down to 5.23 in the Sixth Plan and now I believe it has come to somewhere near 6.9 per cent. This is not a healthy trend. For a national like ours, it must provide opportunities to our millions of young-men who are under employed or unemployed. Any responsible government would have recognised this need and not gone for the measure which this Budget has provided for. We are going to see large scale re-trenchment instead of greater opportunities being provided. We feel this Budget has not recognised the real priorities which are here before us.

Coming down specifically to certain regions with which I am more familiar. I come from Bihar and my district is bounded by a number of districts, many of which fall under the Santhal Parganas which is a region which has been left far behind from the mainstream for many years till now. There is no dearth of raw materials. There is mica; coal is available. Iron ore is possibly going to be found. This area deserves to be developed. That is why I am glad that the Minister gave an opportunity at the recent meeting of the Consultative Committee to place some facts before him. But I would like to bring to his attention about the long standing demand for a railway line from Sultan Ganj which is on the Southern bank of the Ganges via Belhar Katoria Chanden Deogarh, Dumka right up to Rampurhat. If this railway line is provided, it would open up the hinterland. The great advantage would be Deogarh is

already on the Howrah-Patna-Delhi main line. This line would now be connected with the other line Bhagalpur and it has a good advantage.

Simultaneously there is already existing within this former district of Bhagalpur a railway line which proceeds from Bhagalpur up to a place called Bounsi. It has been in existence for a long time. This rail-road, I feel, should be extended whenever you visit new roads and it should be brought right up to a place called Mandar. Mandar is a tourist and a pilgrimage centre. It is very renowned in the State of Bihar and outside and large number of people would benefit if this could be considered.

I will not dwell on this point too long but I do wish to express my disappointment on two counts.

First of all, as regards those employees who are dismissed earlier under Section 14 (2) a promise was made by the outgoing Railway Minister and his successor who is no longer a Minister that these people would be reinstated. I was disturbed to hear during the course of the hon. Railway Minister's speech that he intended to take most of these people back and he intended also to be selective on those people he would seek out. After so many years, it is regrettable that this Government can still be even revengeful for acts which may or may not be committed formerly.

I would request the hon. Minister to reconsider his decision on this matter and decide outright that every single person who was affected under Section 14 (2) would be reinstated. One surviving dependent of that family should be taken into railway service within a time-bound period.

At the same time, I am very anxious over the future of a very important railway junction which also happens to be on the

main line between Calcutta and Delhi. Jhajha is a name which is quite familiar with the hon. State Minister. He may also have been there in which case he is perhaps.

Already informed that Jhajha at one time was a prime place where steam-engine used to be overhauled and garage repaired and maintained.

The last Minister under National Front Government had agreed that a diesel workshop would be set up in place of the steam workshop which is there. Now I believe with your electrification programme which is coming up there are grave doubts whether we are going to have further development of Jhajha. May I remind you that Jhajha is one of the oldest railway colonies of the EIR which existed before independence? It has a large acreage of land. A massive railway colony roughly of about, 7,000 families lived there at one time. The number has depleted today to approximately 2,500 families and should you continue with your electrification programme and not find other means of utilising these assets which the railway had at Jhajha, it will be a sad day when we find that this colony can no longer be there and the entire township of Jhajha will be displaced and their existence and the town's existence are at stake.

I would insist and urge upon the hon. Minister to consider making proper utilisation of the assets which the railway possesses in Jhajha so that the township or the colony is not harmed. There is a lot more which I wish to say. But I feel that I have taxed the patience of the House long enough. Hon. Deputy-Speaker has been very kind enough to hear me with patience so long. Finally, I thank him for the opportunity he has given to me.

With these few words, I conclude.

SHRI MUHI RAM SAIKIA (Nowgong):

Mr. Deputy-Speaker, Sir, I thank you for giving me this particular opportunity to speak on this Budget. I rise to oppose the Budget because it is anti-people and inflationary in nature. There is a proposal in this Budget to increase the freight charges. As a result of this, the price of steel, pig-iron, iron-ore and cement will increase. There is also a proposal to increase the freight charge of coal. This increase will lead to increase in cost of power and as a result of this the poorer sections of the people have to suffer because of rise in cost of power. Then again, it is anti-people because there is a proposal to increase the fares in respect of second-class passengers. The hon. Railway Minister wants to take credit by declaring that up to 10 KMs there will be no increase second-class fares. But beyond 10 kms. there is increase. Most of the economically backward people who travel by second-class will be affected. They travel long distances. They will be taxed much. Not only that. There will be an increase of 20 per cent fares in respect of upper classes. What we find is that the people will have to suffer from rising prices, inflationary rates and rise in fares and freight charges. Already, the price rise is sky-rocketing. So, this increase in freight charges, passenger charges would add more fuel to the existing fire. We expected that there would be adequate financial provisions for development, innovations, extension of the existing railway lines. We also expected that new railway lines would be opened. The starting of construction of new railway-lines is the major source of employment. Lakhs and lakhs of people can be employed in Railways. Therefore, by offering new railway-lines, there will be employment opportunities for thousands and thousands of unemployed youth. But instead of providing more employment, the present move will result in thousands and thousands of people being retrenched. There would be large-scale retrenchment. This is a very sad state of affairs.

[Sh. Mubiram Saikia]

Sir, the railway-lines provide employment facilities to the economically backward people, poorer sections of the society. The other aspect is Railway transport is the cheapest mode of transport for the weaker sections who travel from place to place. But the Railway Budget has disappointed us in this very respect because there is no such adequate financial provision for opening new railway-lines, extension of the existing railway lines. In this context, I would like to refer to a particular point. This country has already been suffering due to regional imbalances. I am coming from a particular region, the North-Eastern Region comprising Assam, Mizoram Meghalaya and Arunachal Pradesh and Nagaland. Even after 43 years of Independence, there is no improvement; no efforts are being made on the part of the Railways to remove the transport bottlenecks. The entire region comprising of Assam, Meghalaya, Nagaland, Arunachal, Tripura and Mizoram has been suffering from regional imbalances. There is no economic development at all. In other parts of the country, the development of industries – large scale industry, medium scale industry and small scale industry – is taking place. But due to lack of transport facilities, we have been lagging far behind even after forty years of Independence. We have been demanding for removing of the transport bottlenecks. But during this period of forty years of Independence, nothing has been done to remove the bottlenecks.

This region is full of natural resources such as oil, coal, lime-stone and also the region tops the list about the tea estates. There are more than 800 tea estates in the entire region and the Government of India earns the foreign exchange to the tune of Rs. 1500 crores annually. But even then the Government of India has not taken any steps for the development of the entire region.

There are very many public sector undertakings like the Oil India, ONGC and the Fertilizer Corporation and so on. But even those public sector undertakings and even the tea growers and the tea estates have been facing the problem of transportation of their finished product, transportation of machines, equipment, raw materials to the ports and *vice versa*. Therefore, I appeal to the Railway Minister to make an effort to make the financial provision for development of means of communication of this particular region because people have been demanding for the rapid industrialisation of the area, the area which is full of natural resources. But the Government of India have not agreed to that. These are the long-standing grievances of the entire region. Unless these grievances are redressed, it would manifest in the form of violence, terrorism, insurgency and people will feel alienated. And the time will come when the people of the entire region may feel totally alienated from the national mainstream of the country.

Again we have been demanding for shifting of railway line from the Guwahati city because of traffic congestion. There are 19 level crossings within the city. Out of this, only four over-bridges have been constructed. Therefore, I demand from the Railway Minister to make a required financial provision either to shift the railway line or to construct over-bridges at the remaining 15 level crossings. Besides that there are two level crossings on the National Highway in the Nowgong district. The Railway Minister gave us an assurance not only in the Parliament but also in the Consultative Committee of Parliament to do something about it. But nothing has been done up till now.

Let me come to another point about the amenities to the passengers. We have been talking about punctuality in respect of arrival and departure of trains. But what we find is

that irregularities in the time for departure from different point and arrival at different destinations have become an order of the day with rare exception of punctuality. Therefore, I urge upon the Railway Minister to maintain the discipline and punctuality of the train in respect of the time-bound departure and arrival at different points of destination.

What I find is that there is rampant corruption in booking offices. As my colleagues have already mentioned, corruption in booking offices are resulting in losses of huge revenue to the railway authorities. Instead of taxing the common people by raising the freight and fare charges the Railway Minister should give attention to eradicate corruption, so that the railway authorities are able to mobilise additional resources.

I again request the Minister to take certain steps for eradication or means caused by the railway hawkers. What I find at the time of my travelling from Delhi to Guwahati is that the entire corridor not only in the II Class but even in the I Class compartments that they are jampacked with the so-called hawkers. There is nobody to take care of that as if it is nobody's business. Officers are there, ticket-checkers are there, but they do not care to take any steps. Therefore, I urge the Railway Minister to take some steps to supervise the working of the Railway employees in the running trains.

You will be surprised to know that there is a booking office in Guwahati, which is the main railway station of Assam. That booking office is just like a prisoner's cell. I raised this question many times in the Consultative Committee meetings in the last four years and every time the Railway Minister gave me an assurance that something would be done for extension, renovation and improvement of the booking office; but still the same con-

dition is prevailing there. Therefore, I urge upon the Railway Minister to give proper attention and take some steps at least for the renovation and improvement of the booking office.

The entire north eastern region has been lagging far behind, in comparison to other parts of the country. Therefore I urge upon the Railway Minister to cover more and more areas by railway lines, so that there will be ample facilities to the common people for their day to day movement as well as for the movement of goods from one place to another. Therefore I request the hon. Minister to take note of this so, that the economically and socially backward areas are covered more and more by railway lines, thereby giving ample facilities in the cheapest way, for movement from place to place of the economically backward people of the region.

Unless we remove the regional imbalance there will be problems of law and order in different parts of the country. There will be no peace and order. Therefore, I urge upon the Minister to take note of this because the railways play a decisive role for the economic development particularly in respect of agriculture and industry in different parts of the country.

With these words, I conclude.

MR. DEPUTY SPEAKER: Shri Era Anbarasu to speak. My request to all the hon. Members is that there are others to speak. The list runs to not less than 13 Members. Of course, it is in our hands to complete the speeches early.

SHRI ANBARASU ERA (Madras Central): Other Members have taken so much time. If you are cutting my time, it is not reasonable.

[Sh. Anbarasu Era]

**

(Interruptions)

Sir.

**

(Interruptions) yet we have my own time. Sir, I am happy, they are alert. *(Interruptions)*

SHRI RATILAL VARMA: You withdraw your words.

(Interruptions)

MR. DEPUTY SPEAKER: We will expunge it.

(Interruptions)

[*Translation*]

SHRI HARI SINGH CHAVDA (Banas-kantha): Mr. Deputy Speaker, Sir, I have a point of order. Whenever any hon. Member speaks, it is not right to say that he is wasting the time of the House..... *(Interruptions)*.....

[*English*]

MR. DEPUTY SPEAKER: Okay, we shall expunge it. *(Interruptions)*.

MR. DEPUTY SPEAKER: All right, we shall proceed now.

SHRI BASU DEB ACHARIA : Sir, do you know the meaning of 'Anbarasu'? It is 'King if Love'.

MR. DEPUTY SPEAKER: King of Love? It is very good.

SHRI ANBARASU ERA: I want that all the people should like and love me. I do not want to antagonise anybody.

Mr. Deputy Speaker, Sir, I am very happy to listen to some of the experienced hon. Members' speech on the Railway Budget. But one thing which was so painful for me was that they said that the Budget is anti-people and anti-national. We should not utter such words, whatever may be the case. Tomorrow, our own friends may come to this side and I cannot call the Budget, if they submit, as anti-people Budget. No Minister will submit an anti-people Budget. *(Interruptions)* Therefore, it is nothing short of political motivation. The Budget may not be a populist Budget, but at the same time, it is a purposeful Budget, a meaningful Budget, a prospective Budget; we cannot deny it. I really appreciate the hon. Minister. This is a tall Budget from a short man! It is a good Budget. Mr. Jaffer Sharief has proved himself to be not only a politician, but also a statesman. He has planned for conversion of nearly 6,000 Kms of Metre Gauge into Broad Gauge which means that he is also planning for the future. So, he elevated himself to be a statesman; and I cannot underestimate the capacity of our Minister of State for Railways, Shri Mallikarjun, for his untiring efforts to keep the performance extremely good.

If every one start complimenting and praising our Ministers, then, complacency will set in. Therefore, I would like to point out certain imbalances, certain negative points of the Budget. Though I praise, at the same time, I want to point out certain imbalances. I do not know, how many hon. Members here have studied in depth about the allocation of funds for all the States. If you take out the analysis of allotment of funds to all the States, we find that definitely there is an imbalance.

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For Tamilnadu, not even five per cent of money is allotted. Tamilnadu is being neglected; not totally, but considerably it is neglected. Therefore, I feel that step-motherly treatment has been given to Tamilnadu. Whenever hon. Member belonging to a particular State becomes the Railway Minister, he pumps more money for his own State.

AN. HON. MEMBER: No I do not agree with you.

SHRI ANBARASU ERA: When Shri Ghani Chowdhury was here as the Railway Minister, he was more or less called as Malda Railway Minister. He pumped more money for Malda, for Calcutta.

When Mr. George Fernandes was here, he pumped more money. The Konkan railway is his baby. I am a Member of the Railway Convention Committee. Our hon. Member is also here. We went there. Most of the officers came and gave evidence that it is not a feasible project. It will definitely be a loss. It is not a practicable project. I do not know how our Railway Minister has allotted so much money for this project. Have a second thought to it. (*Interruptions*) I am not against the development of that area. (*Interruptions*) Anyway I am not against the development of the project.

SHRI OSCAR FERNANDES (Udupi): Sir, he should study the Konkan project and then only make his comments rather than making a sweeping remark which is not correct. Konkan railway is going to be the most successful line (*Interruptions*)

SHRI A. CHARLES (Trivandrum): Coming from the South, the 'King of love' is saying like that is really unfortunate. (*Interruptions*)

SHRI ANBARASU ERA: The report has been submitted before the Parliament. I do not have the difference of North or South.

We are here for the wholesome development of our country as a nation and not of a region alone.

SHRI BHOGENDRAJHA (Madhubani): Is Konkan outside India?

SHRI ANBARASU ERA: It is not like that. I personally heard the officers giving evidence that it is not a profitable project. I only request the hon. Minister to think of viable alternative project. I do not want the hon. Minister to stall the project. But you take up the suggestion given by the officers in the evidence.

When hon. Prof. Madhu Dandavate was here as a Minister, he pumped more money into Bombay. When our own friend, Mr. Scindia was there, he also pumped more money for the development of Central Railway Gwalior station.

Now coming to my State, I want to say that this railway budget is not a balanced one. For making a comparative study of the budget, I would read out: Bangalore-Hubli - Rs. 62 crore; Dindigul-Trichi in Tamil Nadu - Rs. 2 crore; Delhi-Rewari MG to BG - Rs. 28 crore; North Eastern Railway Burhwal-Sitapur - Rs. 40 crore; Secunderabad-Drunachallam and Secunderabad-Bolarum Rs. 70 crore.

Our Minister of State for Railways, Shri Mallikarjun, is very very clever in taking Rs. 70 crore for Secunderabad. And Mr. Jaffer Sharief Rs. 62 crore for his State - Bangalore whereas for Tamil Nadu MRT, it is Rs. 14 crore. Don't you feel this is nothing but throwing popcorns before a hungry elephant? This is definitely throwing popcorns before the hungry elephant. This is the imbalance that I wanted to pointed out.

I would like to impress upon the Minister that there is a new project coming up in Anna Nagar-VilliVakkam. This is only a new BG

[Sh. Anbarasu Era]

line for running EMU service. This is only a small line.

20.38 hrs.

[SHRI P.M. SAYEED *in the Chair*]

SHRI SYED MASUDAL HUSSAIN (Murshidabad): Are you supporting this budget?

SHRI ANBARASU ERA: I am supporting. I am not opposing it. Wherever there is a lapse, I am trying to point out. (*Interruptions*)

MR. CHAIRMAN: No interruptions please.

SHRI ANBARASU ERA: I am unnecessarily being disturbed. What can I do?

MR. CHAIRMAN: You are inviting trouble.

SHRI ANBARASU ERA: The cost of the Anna Nagar-Villi Vakkam project which involves a more three-kilometre line, is about Rs. 5.8 crore. And how much money has been sanctioned? Just Rs. 1000! For a project involving a cost of Rs. 5.8 crore, just one thousand rupees are sanctioned. It may be a token amount. But is this the way? I feel that it is nothing but insulting the people of Tamil Nadu and particularly the people of my constituency. I really feel offended. I have Rs. 5000 with me now. **

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI M.MALLIKARJUN): Sir, let the hon. Member take back his money. This is not proper. This amount of Rs. 1000 is allotted as a token amount. We have to take various factors into

cognizance. This three kilometre-line will be completed.

SHRI ANBARASU ERA: This may be treated as a public funded project. I will collect Rs. 5 lakh more and donate it to the Minister.

MR. CHAIRMAN: Currency notes, etc. should not be exposed in the House. You please confine yourself to the subject.

SHRI ANBARASU ERA: I want it to be treated as a donation for public funded programme.

PROF. PREM DHUMAL (Hamirpur): I am on a point of order. He should not be doing that. It is not correct. It should not go on record.

MR. CHAIRMAN: I will see that it is not in the record.

SHRI ANBARASU ERA: Is allotment of just Rs. 1000 not ridiculous?

SHRIM. MALLIKARJUN: Let me clarify the position. This line has, not doubt, been included and it has been sent to the Planning Commission. The Planning Commission is yet to clear it. Since there is going to be good returns and since there is justification for this line, it is included. The hon. Member need not worry. Once the Planning Commission approves it, the required amount will be allotted and the line will be completed.

SHRI ANBARASU ERA: Then there is the rapid transit system in Madras. It was started during Indiraji's period. It is a nine-kilometre project and already nine years have elapsed. And now, what is the amount sanctioned? At the beginning, when the project was started, the cost was estimated at only Rs. 53 crores. But now, with esca-

**Expunged as ordered by the Chair.

tion in prices, the project costs Rs. 108.5 crore. I would like to know who is responsible for this delay. Is the Railway Minister ready to take action against the erring officials, responsible for this long delay? I urge that severe action should be taken against those who are responsible for this delay. Now, for this project only Rs.14 crore have been sanctioned. Don't you feel that it is an injustice? Alloting only Rs. 14 crores for a project costing Rs. 108 crores is nothing but throwing popcorn before a hungry elephant. Am I not correct in saying so? This is a very very meagre amount. I urge the hon. Minister to allocate the remaining balance of Rs. 42 crores so that this project is completed. Kindly consider the further allocation of about Rs. 42 crores to complete this project within this Budget Session otherwise, further cost escalation will be there and he will have to come with a revised Budget.

In the Central Madras station there was a provision to construct a foot-overbridge. I do not know what happened to that project. Nothing has been heard about that. Therefore, I request the hon. Minister to consider this project on an urgent basis.

Central Madras Railway station should be renamed in memory of late Shri Rajiv Gandhi. I requested the Railway Minister to consider having a new route from Madras to Sriperumbudur where our leader, Shri Rajiv Gandhi was assassinated. That place has become a pilgrimage Centre.

During the last year some 50,000 people belonging to TNCC were arrested when they organised themselves to rename the Marai Mallai railway station as Kamraj Railway station. I also sustained a fracture in hand. In spite of our writing letters after letters the Railway Minister is silent on it. I would request the Minister to kindly consider it.

Sir, in our country Prime Minister after Prime Ministers are changing but the railway

trade union leaders are never changed. This should be avoided by conducting free and fair elections for the railway unions. I request the hon. Railway Minister to announce elections for the railway unions and evolve a machinery to see that the elections are conducted fairly. Though some of the unions are recognised, some of the unions in the production unit have not been recognised. Unless these unions are recognised in all the production units, the employees problem will not be solved. I urge the Railway Minister to consider for recognition of these unions.

In my constituency there are a number of schools run by the private management. There all the railway employees children are studying. They have no service condition, and no proper salary is fixed for the teachers. I was a teacher in that school so, on behalf of the teaching community I appeal the Railway Minister to treat that school as the railway school and provide it all those benefits enjoyed by the ICF workers.

When you are going in for so many trade reforms, I would request you to dismantle the railway board. Why do you want the Railway Board? You send all the people to different regions. They are establishing a separate Raj here in Delhi. I am not against any Railway officials. You dismantle them. You work out a programme and let them sit at different regions and look after the developmental programmes of that particular region.

SHRI BHOGENDRA JHA: I hope, we will vote for the Cut Motion for removal of the Railway Board!

SHRI ANBARASU ERA: Instead of concentrating on retrenching employees, you concentrate on dismantling them. I am not against the Golden Handshake Policy. I am not doing that. But this point should be considered. This is a heavy burden on the exchequer. Therefore, if you could do it, it would be better. Due to awards by the

[Sh. Anbarasu Era]

[Translation]

Claims Tribunal, every year, we are nearly incurring a loss of Rs. 20 crores. It is a loss to the Railway revenue.

If you book a parcel from your Constituency, it will not reach Madras, on the way somebody will take away the parcels. If I book a consignment here, it will not reach Madras. Then the person concerned will go before the Tribunal, file a petition for damages and get the same. All these things should be checked. These malpractices in the Railways should be plugged and the money should be utilised for developmental purposes. With these words, I thank you very much.

SHRI V. DHANANJAYA KUMAR (Mangalore): Before Mr. Kumaramangalam leaves the House, I want to say one thing. We will have to sit for another one hour or one-and-a half hour more. I understand that arrangement is not made for food for the House Attendants. They will also have to stay with us here. Some arrangement should also be made for them.

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND THE MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RANGARAJAN KUMARAMANGALAM): Sir, we are making arrangements. We are taking care of them. Do not worry.

MR. CHAIRMAN: Kindly make arrangements for our staff also. On such occasions, see that our staff is also served. Why do you want separate thing?

SHRI C.K. JAFFER SHARIEF : Those people who are sitting in the Press Gallery, they should also be included.

MR. CHAIRMAN: I would request all the hon. Members to express their views in brief otherwise, we will have to sit till morning.

SHRI RATILAL VARMA (Dhandhuka): Mr. Chairman, Sir, about railway Budget I would like to say:

"Yeh Aisa Hai Budget, Log Ho Gave Upset,

Samajh Me Ayega Late, Badh Gave Hain Bahut Rate,

Kaise Katenge Ticket-Kiraya Set,
Chinta Me Kam,

Ho Jayega Sab Ka Weight, Yeh Aisa Hai Budget".

I rise to oppose it because the hon. Minister had assured that many new trains would be introduced throughout the country but a great injustice has been done to Gujarat. A train on a small section has been provided to Gujarat and in lieu of it, other trains have been withdrawn. Gujarat has not got any benefit and the passengers there are facing hardships that cannot be described. The Ahmedabad-Betad Local train which was cancelled one year back has adversely affected about one hundred villages and hundreds of farmers, students and employees are suffering. Therefore, I request to start this train again. We agitated to re-start the Ahmedabad-Bhavnagar inter-city train. We sat outside the station on a dharna, for eight days. We did not stop trains or damaged railway property. We raised our voice, but that train has not been started till date. That should be started again. Diesel engine should be provided instead of steam engine in Bhavnagar division. Loco shed was to be constructed in Bhavnagar and Rs. 5 to 7 lakhs were spent but now the work has been stopped. This work should be started again.

Besides, an over bridge should be constructed over the Bavla-Dholka section of Bhavnagar. Division. All the trains running between Surendranagar and Bhavnagar should be made regular. The train coming to Viramgam should be extended upto Mehsana and that should be linked with the train going upto Delhi.

Full time employees should be deputed on all the level crossings of Bhavnagar and Baroda Division so that the villagers, who have to stop for hours in case the crossing is closed, may not face difficulty.

The reservation quota is at Bavla, Viramgam, Botad, Gadhadka and Ballbhipur stations need to be increased in the all trains going to Delhi and Bombay. The casual labour working in Baroda Division and Rajkot Division should be made full time employees. Generally it is observed that Gujarat is not provided with sufficient number of wagons to carry coal salt or other essential goods. I urge upon the hon. Railway Minister that railway wagons should be made available to Gujarat according to its requirement so that the industries and the power generating centres may not have to face any difficulty there. The farmers will also be benefited by it. There is urgent need to link Dhandhuka with Barwala with a direct train and this is a long standing demand of the area. If this 50 kms. long railway line is completed, the people will be able to save half of their expenditure and benefit from this facility.

An over bridge or under bridge should also be constructed between Dhandhuka and Batwala and Dhandhuka and Bagodra. Likewise, an over bridge should be constructed between Chhokli and Viramgam. Similarly, an overbridge should also be constructed on the Nilkhi level crossing. An over bridge should also be constructed between Viramgam and Maandal. An over bridge should also be constructed between

Umralla, Dholka and Ballbhipur in Bhavnagar Division.

We have decided to celebrate Baba Saheb Ambedkar Birth Centenary this year in the memory of Baba Saheb Dr. Ambedkar. I demand the hon. Minister of Railway to introduce Baba Saheb Ambedkar Shatabdi Express this year from Ahmedabad to Bombay so that we may pay our true tributes to Baba Saheb and the people of are Gujarat also benefited.

In Gujarat many small industrial cities are coming up, I demand to connect them with inter-city trains with a view to provide them facility. From many points of view, Ahmedabad is a very big city. It is the nerve centre of Gujarat. I demand to introduce a circular train for the city without any delay with a view to provide facility to the people there.

We have continuously been demanding to make Ahmedabad the headquarters of Western Railway, ever since the period of Shri George Fernandes. I strongly demand the present Minister of Railway to shift the Western Railway Headquarters to Ahmedabad immediately. Moreover, the long-standing demand to convert the meter gauge give between Ahmedabad to Delhi into broad gauge should be met immediately.

We have observed that many trains keep standing for 5 hours after arriving Ahmedabad. If these trains are run for two or three hours as inter-city trains, the local people will be benefited and the Railway also will receive more income. I hope the hon. Minister of Railway will pay his attention to it.

Moreover, electric trains should replace the coal and diesel engine in Gujarat because it has many benefits. I request the hon. Minister to pay attention to it and take necessary measures Mr. Chairman, Sir, no M.P. from our area has ever raised voice in

[Sh. Ratilal Varma]

support of the demands of the area. The result is that the entire Saurashtra is lagging behind in every field. There is not a single train to reach Delhi directly from Rajkot. One train Hapa Express starting from Jammu Tavi run perhaps once a week. I demand that the Jammu-Tavi Ahmadabad train should be extended to Rajkot so that the people of Rajkot may get direct train for Delhi.

During summer vacations, the widows, jobless educated youths should be given the facility to sell drinking water and food articles so that they may earn during vacations to meet their expenses on their studies. This will help the poor people also.

These days some promotee officers of the Railway are sitting on relay hunger strike. I demand the Minister of Railway that if any Railway employee has any difficulty, he should listen to his grievances and help him to lessen his difficulties so that the passengers may get better facilities.

I had met the Chairman of the Railway Board to re-start the Ahmedabad-Botad local train and I request the hon. Minister that train should be restarted at least on trial basis for 3 months. If you do not find it viable, withdraw it. I will have no objection. Similarly, the Ahmedabad-Bhavnagar intercity train should be reintroduced so that the long-standing demand of Saurashtra is met.

With these words, I express my thanks or giving me time and hope that the hon. Minister will pay special attention to Saurashtra.

21.00 hrs.

English]

DR. VASANT NIWRUTTI
PAWAR(Nasik): Mr. Deputy-Speaker I thank

you very much for giving me this opportunity to take part in the debate on the Railway Budget. I would like to analyse, and appreciate the railway Budget and the Railway Minister.

The Railway is the principal mode of transport in India and it is for the poor and the middle class people. India's is Asia's biggest railway system with 62,211 route kilometres, 7000 stations and 16.24 lakh staff members. There are 13,139 trains and out of this about 7,428 are passenger trains. Every day 10 million passengers travel and last year that is, 1991-92 the Railways had lifted 334 million tonnes of freight.

It is said that the low aim is to reduce the crime. Hence the Indian Railways have prepared a corporate plan with the high ideal of targets like having by 2000 AD 370-400 billion tonnes km of freight, 310-330 billion passenger km 105-110 billion passengers in suburban and non-suburban trains, to achieve a reduction of 15 per cent in costs, to maintain quality and reliability; to improve the punctuality from 80 to 86 per cent, to improve additional capacity, to maintain a surplus in the budget, and reduction in accidents.

I am sure that the Railway family is taking pains and is gearing up to achieve these targets. Now-a-days road transport is preferred by the people. So, the Railways should not be in the dark. They should attract more people to use the rail transport and they should struggle hard for this.

In the Budget for this year 1992-93 the provision is for Rs. 5700 crores and three-fourths of the revenue is coming from freight traffic. Last year the goods earnings were to the tune of Rs. 9222 crores and passenger earnings are Rs. 3493 crores.

The speciality of this Budget is that about 675 km of track will be electrified, 2800

km of track will be renewed and 314 km of new lines will be laid. I am sure that this planning will generate maximum employment for our people.

It is also proposed to increase the rolling stock of wagons to 25,120, to have 231 EMU coaches and increase the number of others up to 2125. The number of diesel locos will increase to 180 and that of electric locos to 117. This is a good plan budget.

I shall now give the following suggestions:

The freight rates have been raised by 7.5 per cent and the passenger tariff has also been raised. The fare and freight committee under the leadership of Dr. Nanjundayya is going to look into the passenger and freight structure, etc. I would like to point out to you that the hallmark of the previous policy was cross subsidisation of passenger traffic by freight traffic. I appeal to the hon. Minister to try to adjust the balance and reduce the Second Class fare to an affordable limit in suburban and non-suburban areas.

The priorities in the Budget have been changed to gauge conversion and improvement of the rolling stock. This will generate employment.

The provision for new lines and doubling of railway track has been reduced. In Maharashtra, the Konkan Railway has been given some provision but it is not sufficient. The previous speaker has mentioned that the Konkan Railway is not feasible. But I strongly object to that. The Railway is for the benefit of the common man and for the transporting of Indian people and not only that; the amount earned will make the budget surplus. This Konkan Railway is going to connect three States, and thus the people of that area will be benefited.

In this budget 15 new trains are intro-

duced. But there is no new train in Maharashtra. There is no new track in Maharashtra.

Last time also I had suggested that in my constituency from Pune to Nasik Road to Waghai to Billimoria and to Surat if a train is introduced, two States will be connected, that is Gujarat and Maharashtra. The Adivasis of the region also will get the benefit and three industrial towns will be connected. I will request the hon. Minister to have a survey of this track and see whether this railway line is possible. The survey for the line, Manmad-Malegaon-Nordana has already been completed. But I do not know what has happened to that. The broad-gauge line between Aurangabad and Manmad has been completed. I compliment the Railway Minister for this. But Aurangabad-Manmad trains have now been made as express trains. There is no passenger train from Manmad to Aurangabad.

There are two stations in my constituency, Nagarsul and Tarur. But there are no stoppages at these places. Previously there were three stoppages for the passengers. But now there are no stoppages. I request the Minister to look into this.

In my constituency, for the track renewal proposal from Kassara to Igatpuri the estimates about Rs. 4,39,89,000 but only a provision of Rs. 1,00,90,000 has been made. For the track renewal proposal from Ghoti to Aswali, the estimate was Rs. 1,74,58,000. But only a token provision of Rs. 1 lakh has been made. From Kasobe Sukene to Lasolgaon, the estimate was Rs. 3,15,34,000 and only a token provision of Rs. 2 lakhs has been made. This track is the maximum revenue earning track for the Railways and there is a lot of traffic for passenger as well as for the freight. I request the Minister to increase these provisions so that the track renewals will be completed very soon.

[Dr. Vasant Viwrutti Pawar]

There are about 37,079 level crossings in our country. I had requested in the past to add to this number by giving a level crossing at Kusmudi Taluka Yeola, where there is an urgent need.

I am once again demanding overbridges at Lasolgaon Niphad and Odha, where there is a maximum traffic by road and it is the biggest market of our country.

Last time I had requested for the computerisation of Nasik. This time, not a single city from Maharashtra has been included for computerisation. So, I request the Minister to computerise Nasik for the reservation of railway tickets.

The goods wagons are in lakhs. But still there is a shortage of wagons. In my constituency, onion, grapes and vegetables are the goods which generate maximum freight traffic. There is a lot of shortage of wagons and rakes. They must be properly supplied because there are the perishable items. I request the Minister to arrange for the supply of wagons and rakes in time at Nasik Road, Deolali, Kasabe Sukene, Niphod, Lasalgaon, Manmad and Yeola.

I thank the Minister for creating "own your wagon" and "own your container" schemes. I request the Minister to introduce "Air conditioned wagon" and "Air conditioned container" schemes for grapes and vegetables.

Nasik is growing very fast industrially as well as agriculturally. It is the biggest pilgrimage centre of the South. There is a maximum passenger traffic. You can start a parallel Panchavati Express running between Bombay and Manmad and Manmad to Bombay and also from Bombay to Delhi via Nagpur.

As on today, Nasik Road station is having only one train, which comes to Delhi, and that is, Punjab Mail. I would be grateful to the Minister if he can extend the Shatabdi Express from Bhopal to Bombay or start a new train from Bombay to Delhi via Nagpur so that maximum passengers will be attracted for this.

I know that the stoppages are limited for Gitanjali Express. But at Nasik Road, there is no stoppage for this Express. I request the Minister to give a stoppage at Nasik Road. Also there is a feasibility for starting a local train from Manmad to Igatpuri. I request the Minister to look into this proposal and see whether a local train from Manmad to Igatpuri can be started.

In my constituency, Nasik Road, research activity on Railways is going on. There is an institute called Indian Railway Institute of Electrical Technology and for that Institute, our Minister has sanctioned Rs. 33,98,000, and for rehabilitation of SLS and traction motor frames, Rs. 54,40,00 have been sanctioned. The fires are in lakhs, not in crores. I will request the hon. Minister to increase the provision so as to give maximum benefit to our research institutes.

For modernisation of Manmad Workshop, there is a provision of Rs. 79,000. I think this also must be increased because the estimate is about Rs. 12,96,000.

When these institutes were built up, the land owners had given their land within no time ten years ago, but the children of the farmers have not get any employment so far. Last time I had requested the minister that we cannot give them permanent employment, they must be adjusted where track renewal work is going in the Central Railway area.

There are maximum derailment accident in 1991-92, that is, 343, and 68 per cent

of them are because of failure of staff. I will request that there should be some research done as to why these maximum derailments are thing. This should be investigated and a research must be no.

The staff must be trained for automatic Track circuiting must be done. Safety measures should be implanted and modernisation should be thought over.

I appreciate the policy of privatisation of stalls. That will definitely improve the service which we are getting in the Railways.

There is a proposal for the railway land to be used commercially. There is about 4.19 lakh hectares of land which is owned by Railways. I think it should be the last resort to use the land commercially.

The slum dwellers on Railway land must be allotted that land.

There is a provision that the ex-MPs. are given a facility. So, I thank the Minister on behalf of ex-MPs. I think every Member is going to be an ex-MP in future. So, I thank the Minister.

With these words, I support the budget and thank the Chair for giving me an opportunity.

MR CHAIRMAN: I request all the speakers to confine their speeches to five minutes or at the most six minutes. Please cooperate with the Chair. Otherwise we will not be in a position to finish the discussion today.

[Translation]

PROF. RASA SINGH RAWAT (Ajmer): Mr. Chairman, Sir, I am on a point of order. Some staff members had gone to take their meal, but in spite of your orders, they were denied. You should issue clear orders in this regard so that the staff members may have

their food there. I am also coming back after taking my food there. There is no arrangement for their food.

SHRI RANGARAJAN KUMARAMANGLAM: Arrangements are being made for them. (*Interruptions*)

MR. CHAIRMAN: Arrangements are being made.

[English]

I think every time when the House sits late and when we make arrangement for the members, all the staff should also get the food. Now, Shri Bhogendra Jha.

[Translation]

SHRI BHOGENDRA JHA (Madhubani): Mr. Chairman, Sir, due to shortage of time I will be brief. The first thing is that I am opposing this Railway Budget and I am opposing it because certain things in the budget compels me to oppose it.

When the Minister of Railway had talked of change and new thinking in his speech, we had a little hope. The Railway Board is the testimony of the British era. That time there were different private companies and there was no separate Ministry for that. So at that time there was the need of the Railway Board. But now it is not necessary. When we can have large ministries like Agriculture and Finance Ministry then where is the need to have a separate Board in the Railway Ministry. The Ministry of Railway can serve our all purposes and I have also moved the cut-motion for abolishing the Railway Board. I would like to have division on it tomorrow. If the hon. Minister gives some assurance to the House before that, it will be indicative of a major change in the Railway.

Issues are raised about the railway

[Sh. Bhogendra Jha]

employees. In order to improve the Railway the Cooperation of its employees, officers is also necessary. Our cooperation is needed in the last. I would like to request that the Ministry of Railway should take some initiative in this regard and the hon. Minister of Railway should give an assurance while replying to the debate that there will be only one workers, Union in Railways and no other Union will be allowed to function there. It should be decided by secret voting as to which Union should continue to function in Railway and its terms should also be decided whether it be 3 years or 5 years. The Railway workers should also cooperate in running the trains on time and checking the theft of coal and in ensuring that no damage would be caused to railway property. All the railway employees and officers should be associated in it and made accountable. I would like that work should be started in some Railway zones on trial basis which will be an example. If it is done, I take the responsibility of the Samastipur zone to ensure improvement in the rail transport by the cooperation of some employees. This should be started in 10 or 15 zones of the country on an experimental basis. I would like to state that the hon. Minister had given an assurance that the Government would look into the cases of the employees whose services have been terminated. Those employees who are not guilty of corruption or theft of railway property but have been punished merely for participation in agitation would be reinstated immediately. Now I would like to cite an example. Shri Yogi Paswan, who belongs to the Scheduled Caste is an honest employee. It was alleged that he had participated in a demonstration organised in front of the office of the General Manager in Narkatiyaganj. The allegation was true, but should he be punished for this minor offence in such a way that he is ruined for ever. This is beyond one's comprehension. It is not the only case. There are a

several other such cases in which employees do not have any other allegation against them except participating in the demonstrations and they also admit this allegation. Therefore, Government's attitude towards employees should also be changed. As I have stated Shri Yogi Paswan hails from Narkatiaganj in Samastipur and he had participated in the agitation. He had no other charge against him. Therefore, the persons alleged of including into corruption should be kept in a separate category. I do not want them to include in the List of those who participated in the agitation. I want that no union leader should plead for the corrupt persons so that some improvement is brought about in the Railways.

It is very essential for the Railway to take some steps. Demands for bringing about improvement is being raised from every corner of the country. In certain areas there is improvement, but there is an area where no improvement has taken place. In some areas railway facilities have rather declined. That area in Mithila in North Bihar. When we were students, we used to go to Guahati via Darbhanga Janbali. There was a railway bridge which has been destroyed by Kosi river. Till today that rail bridge lies broken and has not been constructed. In the Western part, people used to go to Mathura, Vrindawan or Jodhpur directly from Darbhanga, Madhubani Sitamarhi, Narkatiaganj, but the bridge between Bagaha Chhitomi which was destroyed by the river Gandak, has not been reconstructed till date. It was delinked both from the East and the West. People from Patna too used to come here on the narrow gauge line. But the broad gauge line was constructed upto Muzaffarpur, Samastipur and now it has become almost impossible for people to reach Patna. In my opinion there is hardly one person among one lakh passengers who may prefer to go to Muzaffarpur from Darbhanga, Madhubani Sitamarhi by train since he would have to wait for three to five hours at Samastipur.

That area is very backward and Darbhanga is the only one centre on the border of north India from where four rail lines go to the Indo-Nepal border areas - Raxaul, Jaynagar, Lauka Bazar, and Nirmali. This is very important from every point of view. It is very useful for promoting trade and transport with Nepal nobody would have different opinion so far as the matter of having close relationship with Nepal is concerned. It was decided in 1974 to convert the meter gauge into broad gauge line upto Darbhanga.

For this Rs. 18 lakh in 1982, Rs. 60 lakh in 1983 and Rs. 4 crore 9 lakh in 1990 were provided in the Budgets for this purpose. I was pleased to receive a letter from the hon. Minister stated that the work is going to be started on it from 12th December. In spite of all these things the money provide in the Budget has not been made available. I would like to request the hon. Minister to take initiated in this regard. This is the area where 6 couple trains were cancelled. I would like to express my thanks to the hon. Minister who gave me his letter on the 12th December, we sat together and discussed it. He asked the officers also to do everything what is possible. Out of 6 couple trains only one couple train Darbhanga-Jaynagar has been restarted. That train was cancelled on the ground that it was likely to be damaged in anti-reservation agitation. Sir, I am happy to assert here that we made every effort to save property from being damaged in anti-reservation stir is Samastipur, Sitamarhi, Champaran districts. Six couple trains were cancelled that time and even today 5 couple trains stand cancelled. I request to restore at least trains of our area.

Mr. Chairman, Sir, there is an issue of increase in railway fare also. If the theft of coal cannot be checked totally then at least it should be controlled to some extent. There are five coal mines in our area from where coal of good quality is supplied to private sectors and coal of interior quality is given for

the railway engines. It disturbs time schedule of the trains. The theft of coal is committed while being transported.

It has become, source of livelihood for some persons. Therefore, certain stern step should be taken against them. The employees too should also cooperate in this task. Some employees are also involved in bungling, but most of them will co-operate, if you make efforts to change the atmosphere. Common people will also be affected by the hike in railway fare. You should consider as to how you can check the hike in railway fare and freight rates. If you can't withdraw the increase altogether, you may at least decrease it to some extent so that general public may not be affected by it. It will be a great thing, if you withdraw the hike in second class railway fare. Earnings can be raised by preventing wastage and theft in Railways.

Concluding my speech, I again repeat that as far as this budget is concerned, we oppose it and we will continue to oppose it.

SHRI SYED MASUDAL HOSSAIN (Murshidabad): Mr. Speaker, Sir, I would like to give two-three suggestions to the hon. Minister. The Government has no need to get these suggestions sanctioned from I.M.F. and World Bank. The Government can do it easily.

You know that a new programme is being launched in our country to make the people of India cent-percent literate. A campaign against illiteracy is going on. It is obvious that this programme is conducted in mother tongue of the people. My suggestion is that the reservation chart should be prepared in the official language of that State from which state the train starts. Suppose, new literates come from Maharashtra or West Bengal or Assam they would neither know English nor Hindi. They would know only their Mother tongue. If the reservation

[Sh. Bhogendra Jha]

chart is in their mother tongue, they can easily read the chart and get their seats in the compartment, without the help of others.

Secondly, Syaldah-Ladpura area is the most neglected area of my constituency. The Government has done nothing to that region. Today also, I will not demand anything for that region. I will say only that my constituency Murshidabad was once a great capital of Bengal, Bihar and Orissa. You know the history of that region. There is a big museum at Murshidabad which is known by the name of Hazaridwar, because there are one thousand gates in it. This museum is not inferior to Salarjang Museum in any respect. A deronitory should be made here and it will cost only 10-12 lakhs of rupees. I am not demanding electrification or laying of double lines or introduction of a new train.

Thirdly, I would like to say about Bhagirathi Express. This train was introduced when Gani Khanji was the Minister for Railways. It covers a distance of 238 kilometers in 6 hours and the name is given to it is Bhagirathi Express. My demand is that either increase its speed or convert it into a Mail train so that the fare may be decreased.

The fourth point is that there are two railway lines for North Bengal from Howrah. One is Katwa-Ajeemganj via Ajeemganj and other is via Bolepur. There are 5-6 trains from Bolepur. But in Ajeemganj section, there is only one train i.e. Kamroop, which reaches Murshidabad after 12 p.m. The reality is that people travel a distance of 900 kilometres via bus to reach Murshidabad from North Bengal, because there is no train. Please try to introduce a new train on this line too. My one suggestion is that at present there is nobody to take care of super fast express trains like Rajdhani and Ac two tier trains etc. There is a limitation in respect of luggage in these trains, but if you travel by it

on some day, you will find that each passenger has 10-12 bundles or packets. Nobody bothers for their weight. Try to check this bad practice. The employees of Rajdhani Express are under pressure because of long waiting and R.A.C. lists. They can't adjust these passengers due to lack of coaches and face a lot of difficulties. The pressure on the employees should be reduced.

The last thing is about railway hawkers. I have full sympathy with Railway hawkers. The number of railway hawkers will increase due to new industrial and exit policy. Nobody can control this increase. If the Government do not think about them, it will create a great difficulty. Therefore, my suggestion is that if the Government can't check their increase, at least it should provide them licences and identity cards so that they can earn their livelihood from it. If R.P.F. and GRP personnels do not allow them to work on the Railway stations, they will become anti-social elements. In my State, West Bengal, there are 45 thousand railway hawkers. The labourers of closed down factories, work as hawkers on the stations. If you want to prevent these 5 thousand hawkers from becoming anti-social elements, you should provide them licences. Railway will also get revenue from it.

With these words, I conclude.

[English]

SHRI SUNIL DUTT (Bombay North West): Sir, I rise to support this Railway Budget. I congratulate our hon. Minister, Shri Jaffer Sharief who with his wisdom and experience has presented to the nation, a Budget worthy of the stature of India. It pains me very much when most of the hon. Members of the Opposition call it anti-national Budget and refer to the World Bank and the International Monetary Fund. Q Whenever

anything happens, I do not know from where the World Bank comes or the International Monetary Fund Comes.

Hon. Minister, I do appreciate, I compliment you, But I am very sorry for keeping you wait in the month of Ramzan and we deprived you of Roza Iftar also. This is the time that you must go to bed. You have to get up for having Roza. It is also very vital and we are very grateful that you have given so much of your precious time to the House. I am very grateful to all the hon. Members also that they stood by the House they are with us in this moment that we complete the discussions.

Hon. Minister: I really admire and appreciate that you have shown in this Budget an estimated growth in all spheres. You have shown 5 per cent estimated growth in passenger traffic during 1991-92.

You have shown estimated growth in freight traffic at 337 million tonnes than the 318 million tonnes of previous year.

You have actually introduced 15 services by 1st July, 1992 and 19 more to be functioning by 1992-93.

You have thought of passenger amenities which are generally lacking very badly in the railways and I am sure with your wisdom and with the cooperation of your staff and your colleagues, you will be able to bring in those amenities which are very badly needed.

Many colleagues of ours have mentioned that there is no proper hygiene especially in the Bombay suburban stations. There is no proper arrangement of toilets in the stations. There are 5.1 million people who travel long distances, 30 or 40 miles. I visited many of the railway stations. The toilets are very filthy. The toilets are available only for urinating. Other facilities are not there.

You have talked about catering.

38 per cent of the total route is metro gauge and you have thought of changing the entire system into broad gauge. That is very very essential and it is very encouraging. This will bring in a growth of economy. Especially in the backward areas, there will be a great movement if broad gauge is introduced there.

In this present set up of economic crisis, every penny matters and you thought of generating new resources and especially on the property of railway line. It is really worth commending. Some of the hon. Members thought that it may not be very wise and I generally feel that you must have a trial in big cities.

You have mentioned in your speech that the Government of Maharashtra is cooperating with you. Let us start a beginning in Bombay and we assure you that in Bombay itself, this sort of a system will give you lot of money. But one thing we want that money should not be utilised for any other purpose. It should be utilised for the betterment of Bombay commuters. When I have been abroad, I have seen that in all the railway stations, there are banks cinema houses, shops and everything, whatever can be required it up there. They have built up all facilities in the railway stations. There are hotels over there so that the commuters or long-distance commuters, if they want to stop over-night there, they can use rooms over there. They need not rush here and there. They add to the comforts of the commuters.

All these would never have been there if the people had no vision at the time of designing of railway budget.

The most important thing that is done to the railways is electrification of the railways. By this, you will be saving lot of petroleum-

[Sh. Sunil Dutt]

[English]

based energy and this will be a very fine contribution and I feel that on this matter, the faster you do things, the better it will be. One thing is there where I sincerely differ with the hon. Minister. I was very happy when he had set up the Railway Fare and Freight Committee headed by Dr. D.M. Nanjundappa, an eminent transport economist. I was waiting for his Committee's total report. It would have been very nice if we had waited for his report to design and finalise the railway fare and freight charges for the commuters and the goods. But the hon. Minister has not waited for that. As far as the commuters are concerned, we feel it is a great burden put on them.

Sir, the entire thing was painted so beautifully. The hon. Minister's speech part-I is really beautiful. The more you read it the more you feel how much beautiful it is. Everywhere there is plus-side; there are profits; there are profits in the Indian Railway Finance Corporation; there are profits in the Rail India Technical and Economic Services; there is profit in the Indian Railway Construction Company. All these beautiful things were happening. When I was hearing the speech of the hon. Minister I was in a dream-land. I was dreaming something beautiful was happening. But all of a sudden, the dream got shattered when Part-II came. When the Part-II came – especially the last page 19 containing - para 31.9 (iv) - there all those dreams got shattered.... (*Interruptions*). It was like this: I will explain to you in Hindi.

[*Translation*]

On the eve of Bakar-Id, male goat is fed in a better way for one month and after that the same male goat is sacrificed.

SHRI A. CHARLES (Trivandrum):
Please tell it in English.

SHRI SUNIL DUTT: Sir, there is the *Id* festival in the Muslim Community. It is called the Bakrid. There, they have a sacrifice of the goat. They feed the goat for more than one month. They feed it everyday with the best of food and in the last day of the *Id* they put a knife on the goat. In the same way, we were being fed with such beautiful visions, beautiful things of the Budget. But all of a sudden, when the time came on the commuters' fare, at that time we really felt that there is a sword on our neck. (*Interruptions*)

In that, I think all of our Members of Parliament from Bombay whether they belong to the ruling party or the Opposition, they are all one – including our leader Shri Murlid Deora. This hike is tremendous and the hike is from 5.7 per cent to 61.7 per cent. This hike is really too much. Earlier, in July also, there was a hike and with all our request also, you were kind enough to refuse it. But at this time you should be a little more kind enough to us to see to it that this entire thing is wiped out. It is really causing concern as far as the commuters are concerned. I was reading somewhere in the newspapers that on the day of the Railway Budget one of the Board Members of the Railways said that the commuters are a pampered lot. These were the words used by him. But I would like to tell you that we are not the pampered lot; the commuters are not the pampered lot. They are the poor people. They come from different walks of life. They are servants in some houses. There are people who carry food to deliver to different offices. There are people who carry milk; there are people who go to offices. And all those people who are there are not the rich people who commute on trains.

Then I would like to tell you that accord-

ing to Shri Arun Mukashi a Consultant with the Tata Consultancy Services, the number of trains that run and the number of commuters who travel, ten commuters occupy one square metre of space in the suburban train during peak hours. Therefore, I want to know from the hon. Member of the Board in what way the commuters are the pampered lot. Indian Railways have got strict rules about how many live animals can be carried out in a wagon of a specified dimension. Any breach of rule is an offence. But ten people occupying one square metre of space is worse than the animals. With all these things happening, still the people commute. They do not commute for Luxury. They commute because of necessity. Therefore, my request is that you must waive off this new hike on the monthly fares and season tickets and this hike should be totally waived off.

In my Budget Speech last year I had mentioned that hardly one and a half bogies were kept for women. I feel that there should be two bogies in every train for the ladies who travel because in Bombay, there are more number of ladies who go for work. My request is half of the bogie should be kept reserve for the disabled people because ten per cent of our people are disabled and no department cares for the disabled in any sphere. Therefore, my personal request is half a bogie should be reserved for the disabled people.

Another thing that I would like to convey is that there is a terminal that has come up in Bandra East. But it does not function because the road that the Railway Department wants to have, will cut down so many *jhopar pattis*. People have been living over there for the last 25 years. I feel that a decision should be taken that road can be put. I want the engineers of your Department to come and meet us and we will go to the locations and we can tell them that there can be a straight road from the terminal that can join the main road.

Lastly, I compliment you because your a Department is a symbol of secular India, trains are a symbol of secular India, trains are the symbols of integrity, trains are the symbol of unity of India. In any sphere of life you go you have to mention about your caste, religion, creed along with your name, be it at the time of admission to a school or in the case of a job. Even if you want to have a political ticket for fighting elections, you have to give details whether you belong to Scheduled Castes or Tribes and so on. But here in your windows you give tickets to everyone without asking for the religion, without asking for the caste. You are the symbol of secularism you are the symbol of national integration, you are the symbol of unity of India. I feel you will keep that flag flying because there are only two departments of the country which can keep the flags flying. One is the railways and the other one is the film industry. In the film industry we never ask whether one is a Hindu or a Muslim. Indian cinema is also the symbol of secularism and national integration. Since I have praised you so much, I hope you will listen to our request and waive off the hike in the season tickets. Thank you.

[Translation]

SHRI VILASRAO NAGNATHRAO GUNDEWAR (Hingoli): Mr. Chairman Sir, I support the Railway Budget of 1992-93. Board-gauge lines in Marathwada area of Maharashtra are very few. Recently hon. Railway Minister has inaugurated 120 kilometre Manmad-Aurangabad broad gauge line after a long wait. This is a good initiative by the Government in this direction. Railways are meant for all i.e. middle class, lower class and higher class people. I demand that the increase in the fare of upper class and second class should be reduced to half. There should be a broad-gauge line in my constituency, Aurangabad via Parbhani and Nanded to Hyderabad. Irrigation facilities are adequate in Marathwada region and the

[Sh. Vilasrao Nagnathrao Gundewar]

land is very fertile. If this line is laid, the farmer will be able to send his produce directly to big cities and he will also be able to have a good price for his crops. At the same time, there will be industrial development and big mills and industries will come up in Nanded and Parbhani districts. There is a big historical Gurudwara of the Sikhs in Nanded. Devouts from within this country and from foreign countries come here to pay obeisance but in the absence of broad-gauge line they have to undertake difficult journey for other places as they have to get down either at Aurangabad or at Manmad. If a broad gauge line is laid here, they will have no difficulty and the revenue will also go up.

Secondly, the 20 percent increase in the upper class passenger fare should be curtailed. Besides, the suburban trains, which are mostly used by the working class and middle class people, in Bombay 75 percent travel by these trains only, the increase in monthly season tickets and passes should be reduced at least to half otherwise it will be an additional burden on them. In its place more stress should be laid on curbing rampant corruption in the railways so that there may not be any need to increase the fare. The theft from railway godowns and the theft of railway goods should be stopped so that there is no loss of the revenue. Improvement in catering service is also needed. As far as the tea and snacks are concerned, one cannot make out whether he is taking hot water or whether there is water in milk or milk water.

Privatisation of the catering service is going to be done. We should give a deep thinking before handing over it to the contractors otherwise not only the rates of the eatables will increase but sub-standard items will be supplied. The Jaipur Express from Kacheguda runs through four States, it should

be extended up to New Delhi. This is a long-standing demand. According to my knowledge this work was to be done last year only but it has not been done till now. So, this train should be extended up to New Delhi immediately. Likewise the Nanded railway division has been approved but the work has not started by now. That should be started immediately. There should be a direct train from Delhi to Aurangabad with the reservation quota facility at Parbhani.

With these words, I extend my thanks to Jaffer Sharief ji and congratulate him for presenting a very good Railway Budget.

*SHRI V. KRISHNA RAO (Chikkabalapur): Mr. Chairman, Sir, The Hon'ble Railway Minister has presented the Railway Budget in this august House for the year 1992-93. I welcome this Budget.

[English]

MR. CHAIRMAN: Mr. Krishna Rao please be brief...

[Translation]

*SHRI V. KRISHNA RAO: Yes, Sir, I will be brief. Sir, this years Railway Budget is the common man's Budget. I thank the Hon'able Railway Minister for presenting such an excellent Budget. Last year it was 175 crores of rupees surplus Budget. This year it is Rs. 435 crores surplus Budget. The plan outlay is 5700/- Rs. 5700 crores of rupees. In my opinion this should be increase by atleast 300 crores of rupees. This increase in the plan outlay would help the Govt. to complete the ongoing railway projects. I am very happy to mention that the operation has increased by two percent.

The Hon'ble Railway Minister has taken the bold step of introducing fifteen new trains.

Eight of them have been introduced in the Southern region and seven in the northern region. I urge upon the Hon'ble Minister to introduce some more trains in the Southern parts of the country.

A new era has started in the history of railways by introducing Rajadhani Express from New Delhi to Bangalore via Hyderabad. I request the Hon'able Jaffer Sab to introduce Rajadhani Express to the cities of Madras and Gauhati also.

Now the Hon'ble Minister is bringing revolution in Railways. He has decided to convert the metre gauge lines into broad gauge. We never expected to see such a miracle. Even our grand children did not expect to witness such a magic, our Hon'able Minister is doing magic in Railways as Ghatotgaja did in Mayabajar. During the 7th five year plan only 320 K.M. Rail line was converted into broad gauge. But now the Minister plans to convert atleast 6000 Km. Rail line into broad gauge during the 8th plan period. This astonishing figure is really a wonder in our country. This conversion would enable the industries to develop very fast. The conversion work should be taken up from Kanyakumari to Kashmir and from North East States to Rajasthan and Gujarat. The centre would be providing employment to about 36 thousand persons to construct one Km. Rail line. Lakhs and Lakhs of unemployed persons would be getting employment and hence the approach of the Minister is appreciated by one and all.

Some of the members from the opposition benches were mentioning about the increase in fares. Of Course there is some increase in fares of superfast and suburban trains. The opposition party members should not forget the fact that there is no increase in the freight charges of essential commodities like sugar, kerosene, jaggery, diesel, food

grains etc. This step would definitely check inflation.

22.00 hrs.

The centre propose to complete electrification work of 1553 Kms. My colleague Shri Anbarasu was telling that the Minister is favouring Karnataka State. There is no injustice to any State. This fact would become crystal clear if you look into the development of Railways in different States. Karnataka was not at all there in the map of Indian Railways. There were several persons from Karnataka who become Railway Ministers. Mr. Poonacha Mr. Kengal Hanumantiah, Mr. Pai, and others from Karnataka were Railway Minister. They were all working according to the policy of the Govt. No Minister showed any favour to any State. To one of my Questions the Minister has said only 21 Kms of Railway line has been electrified in Karnataka State. There is no double line in my State. Bangalore-Jolarpet line is pending for the last several years. The other important lines which are pending are Mysore, Bangalore (conversion), Kuppam-Krishna rajapuram, Bangalore-Guntakal lines. The narrow gauge line from Yelahanka to Bangarpet has not yet been converted.

[English]

SHRI OSCAR FERNANDES (Udupi): It was to be converted during the region me of Sri Krishna Devaraya.

[Translation]

*SHRIV. KRISHNA RAO: This line goes via my constituency, Chikkaballapura. It also covers the constituencies of Shri K.M. Muniyappa and Sh. C.K. Jaffer Sharief, the Hon'ble Minister pototo is grown abundantly here. This has to be sent to Rangoon, Shimla, and many other places. I, therefore,

[Sh. V. Krishna Rao]

request the Hon'able Minister to take up the conversion work of this very old narrow gauge. The other important railway line which have to be taken up on priority basis in Karnataka are as follows:—

- (i) Chitradurga—Rayadurga
- (ii) Hubli—Karwar
- (iii) Satyamangala—Chamarajanager
- (iv) Bangalore Circular Railway.

The Centre should also set up South Western Zone in Bangalore immediately as we can no more continue to go the Madras for each and everything.

The allocation made to the Konkan Railway should be increased substantially. At present it is just over 50 crores. My appeal to the Hon'able Minister to double this allocation.

Recently there was a railway accident near Makalidurga on Bangalore-Guntakal line. The Hon'ble Minister reached the spot in the midnight even though it was raining heavily. He personally supervised the work. I request to the Hon'ble Minister is to expedite the relief measure and to help the victims and other affected persons of the accident.

I am thankful to you, Sir, for allowing me to speak on this vital subject, and with these words I conclude my speech.

[English]

SHRI BHUWAN CHANDRA KHANDURI(Garhwal): Sir, I rise to speak on the Railway Budget with a sense of disappointment at the continued manner in which the Railway Minister has neglected the hill

districts of Uttar Pradesh. I notice that the Railway Minister is just leaving the House. I would like to wait for him to come back. I was just going to say that this area has been neglected for the last 4 years as far as railway is concerned. I would like him to be here. We have been neglected for the last 44 years and there has been no improvement. Anyway, I hope somebody will take a note of my suggestions.

MR. CHAIRMAN: The hon. Minister will take note of what you want to say.

SHRI BHUWAN CHANDRA KHANDURI: Nobody has taken note of it for the last 44 years and I hope now the Minister will take note of it.

In this country we have two types of budgets; the General Budget and the Railway Budget. In the General Budget some notice is taken of my part of the country and some money is allocated but as far as Railway Budget is concerned, we just do not exist for them. For the last 44 years there has been virtually no developmental activity and no progress has been made in this area.

Between the first and the Eighth Plan the railways spent about Rs. 27,745 crores; adding Rs. 15,960 crores for the past three years the amount comes to Rs. 43,436 crores. Out of this nothing has been spent on the hill district. In all these 44 years there has been no developmental activity in the hill district of Uttar Pradesh.

Today in my constituency, which consist of two hill districts Chamoli and Pauri Garhwal, there is only one wayside sleepy looking railway station. This was in existence in 1930 also and for the last 60 years, it is the same railway station. At that time we had four shuttle trains running between Kotdwara and the nearest railway station Naziabad. We still have four shuttle trains. Our trains were on coal at that time and they

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are still on coal. This is the type of work that the railways have done. There is a single railway station in my constituency. I have a great deal of complaints to make but I will only make a few requests. I hope somebody will listen to it and take action.

During the British period a survey was carried out with regard to a railway line between Rishikesh and Karnprayag. Some pillars are still existing there. We have been requesting that this railway line be made or at least a meaningful survey is carried out. Even, Late Mr. Bahuguna, who was from this part of the State, requested that the railway line from Rishikesh to Karnprayag be made. I request you to at least carry out a meaningful survey rather than just saying that this area is not suitable and hence railway line cannot be constructed.

My second request is to have a direct railway line from Delhi to Kotdwara. Today, it takes about 9 hours to reach there. And in between we are shunted around at one particular station where one has to spend about 4 hours. This journey can be completed in three or four hours. So, I once again request you to kindly give us a direct train between Delhi and Kotdwara. The oft repeated reply that there is no adequate volume of traffic is not correct. There are about 42 buses under the U.P. Transport Corporation which have been approved to run between Delhi and Kotdwara. In addition there are about 6 taxis plying every day. This is the type of volume of traffic. Since no rail traffic is there, the passengers have to face tremendous inconvenience and discomfort. This is a long pending demand. Letters were written by earlier M.Ps. also, including late Shri Bahuguna. I request you to kindly consider this very genuine demand.

Similarly, there is a requirement for a direct train between Delhi and Kathgodam which will link the Kumaon hills. In the last 6 or 7 months that I have been here I have

been requesting that some railway out agencies should be opened so that we get facility of rail booking. Today, to get a railway reservation we have to travel about 150 Km to 200 Km by bus. The real problem comes in going for reservation three weeks in advance, because you have to come back again. You have been saying that suitable people are not coming to take these agencies. I have checked it up and found that U.P. Garhwal Mandal Vikas Nigam has accepted this requirement. I request you to kindly go into it.

Then Sir, we have provided, as I said right from the earlier days, some berths on various trains from Kotdwara to various other places, like to Lucknow, Howrah, Jammu Tawi, etc. Over a period of time, instead of increasing these berths, these are being reduced. I would request you to kindly look at it dispassionately and provide adequate number of berths, so that, till such time you give the direct train, at least, people can travel without dis-comfort.

Today, if a man has to go to Howrah, he gets a ticket to Howrah but he has to go to Mughalsara and get a fresh reservation. You can understand how it is possible.

Now, I will come to computerisation of booking system at Dehradun. Sir, we have been requesting for this also. Dehradun is a town where there are a large number of Government establishments like ONGC, Indian Military Academy and then, it is also a rail head for the IAS Academy at Mussoorie. In addition, people also go there in connection with tourism and so on. Therefore, there is a requirement of opening a Computerised system of booking at Dehradun.

Sir, I have spoken to you about a train between Naziabad and Kotdwara when you were not here. I had said that from 1930 onwards, we are still on coal. The shuttle train, at least, runs between Naziabad and

[Sh. Bhuwan Chandra Khanduri]

Kotdwara on diesel, it would be some improvement.

Then, Sir, I will come to Stations. The Railway Stations at Kotdwara, Dehradun and Rishikesh are in a shambles. I wish somebody would make a surprise visit. Shri Sunil Dutt who has just now spoke said about the toilets and so on. I would like that somebody should go and see the conditions of toilets at Naziabad and Kotdwara Railway Stations. It is unbelievable how filthy these are.

Sir I would also like to bring to your notice the tremendous tourism potential that this area has. And if the railway services are improved, better facilities are given, I am sure it will not only attract tourists within the country but from outside who go for a lot of hiking. There are other tourist spots also in these areas.

Sir, I do not wish to take time at this late hour in the night. I would only request you that kindly give us a feeling, to the people of hills, that we are also part of this country as far as the railways are concerned. I regret to say that the state is not like as what it should be. These areas have produced many gallant people. It has been in lead in the freedom struggle. Even today, it is producing a large number of brave soldiers who go and fight for our country. These people are subjected to tremendous inconvenience. I would, therefore, very humbly request you to kindly look at it dispassionately and I am sure, you will be convinced that we are being neglected and we are not being fairly dealt with by the Railways.

Before, I conclude, a request about the ex-Servicemen or the Service people. I had also requested you earlier for giving concessions to the gallantry award winners. Today, the gallantry Award Winners that is, Param

Vir Chakra Mala Vir Chakra Mahavir Chakra and the like are not given adequate concession by the Railways. I would request you to kindly put them at par with the freedom fighters and whatever concessions are given to them should be given to these Gallantry Award Winners. There are a very few who get them. They get them during War or during extremely difficult conditions.

I therefore, humbly request you to kindly accept this request.

SHRI KODIKKUNIL SURESH (Adoor): I rise to support the Railway Budget. This Budget, I believe reflects the Government's overall strategy to raise resources without putting too much burden on the poor people. Before the Railway Budget was presented, there were reports in the press almost daily saying that there would be sharp increase in fares and freights. Of course, the Railway Minister has raised more than thirteen hundred crores of rupees as additional resources by raising the fares and freights. But it is the relatively richer classes who have been taxed. The increase in ordinary second class fare is nominal. He has exempted the essential commodities like rice sugar, etc. from this hike. This will help the Finance Ministry and the Food Ministry to keep the prices of essential commodities under check.

Now I come to some aspects of the Budget which need to be reconsidered. First, I want to speak about the Season Ticket fare. There is a sharp increase in the Season Ticket fare throwing a heavy burden on the daily commuters. This, I think, is unjustified. Lakhs of daily commuters in major cities are protesting against it. I would request the hon. Minister to reconsider it. Another disquieting feature is the 71/2 per cent increase in freight charges. A State like Kerala which gets many items of daily use from outside will face hefty rise in the prices of the items like iron, Steel, cement and a whole lot of items.

The Minister must look into this matter and help the States like Kerala.

It is a perennial complaint that the railway development in different parts of the country has not been even and balanced. Kerala's total railway lines are far below the national average. This has adversely affected the development of the State. The State of Kerala has more than 35 lakhs of unemployed people on the live register of employment exchanges. You will be surprised to know that there is not a single railway undertaking in the States. Both the neighbouring States have a number of undertakings but Kerala has been neglected in this respect. In this context I would place before the House certain genuine demands of Kerala.

The first demand is that a railway coach factory should be set up in the State. The Government of Kerala had promised to provide all infrastructural facilities free of cost. A coach factory has great employment potential. Besides, such a gesture will be greatly appreciated by the patriotic people of Kerala.

Secondly, there is a longstanding demand for the construction of a new railway line between Cochin and Madurai. Some survey was perhaps conducted but nothing further has been done. This line is going to be economically viable as it will link many important areas in the hill region which produce cash crops. There will be greater mobility in trading activities and this will push up the railway's revenue. I would request that this line to be constructed.

Electrification of railway lines has been a longstanding demand from Kerala. I thank the hon. Minister for sanctioning electrification between Erade and Ernakulam. In this context, I want to make a request. The Ernakulam-Trivandrum section has very dense traffic. Electric traction will facilitate

greatly the movement of traffic on this section. So, he should include this section also in the plan for electrification.

Doubling of track in the Ernakulam-Trivandrum section is hanging fire. If you look at the number of trains moving on this route daily, you will at once be convinced about the need for doubling this track. I want this work to be completed at the earliest.

In southern part of Kerala, people's another longstanding demand is construct a new line earlier proposed - Chengannur-Adoor-Kottarakkara -Nedumangad-Trivandrum.

This line survey was completed past several years. But it is in cold-storage so far. This line covered important areas of Travancore side. I strongly demanded that this line should be approved and constructed. Otherwise, the people of these areas will go to agitation against injustice of railways.

In my constituency there is only one line. That is Quilon-Sehencottah-Madurai metre gauge line. This line was constructed during the British regime. It is one of the oldest railway lines in the country and it is also more than one hundred years old. I request the hon. Minister to take urgent steps to convert it from metre gauge to broad gauge. This line is included in the Madurai Division. At the moment it is very in convenient for people and the railway workers from the Kerala side to travel by this line. The people wanted that the Kerala region must be shifted to Trivandrum Division.

On this line there are two important overbridges, at Mylom and Nedumpanjikulam. We have submitted several representations to reconstruct both these old bridge because number of accidents are taking place on both the bridges.

May I also request the hon. Minister to

[Sh. Kodikkunil Suresh]

consider the serious problem of Quilon-Punalur region. The long standing demand of the passengers there is for two passenger trains to start one in the morning and another in the evening from there.

Another important point I want to mention is that there are two railway stations in my constituency, Punnalur and Kottanakkara from which reservation quota is only for two tickets by Kerala Express and Jayanti Janata Express. My humble suggestion is to increase this quota to ten each.

Another important railway station on this line is Anvaneeswaram. I also request the hon. Minister to provide reservation facilities from this station also.

MR. CHAIRMAN: You can write to the Railway Minister to take care of such things.

SHRI KODIKKUNIL SURESH: Another serious complaint is about the Scheduled Caste and Scheduled Tribe employees who are being harassed by the higher officials and upper caste officials. There are a number of cases pending in the Railways where the SC/ST employees are attacked and harassed. There are also unwanted suspension and termination of services or transfers. Promotions are also delayed for SC/ST employees illegally. This is also very important and the hon. Minister should enquire into those cases.

22.23 hrs.

[MR. DEPUTY SPEAKER *in the Chair*]

[*Translation*]

SHRI PREM CHAND RAM (Nawada): Mr. Deputy Speaker, Sir, I want to draw the attention of the hon. Minister through you to a very backward area, Nawada constituency

of Bihar. Backward in the sense, as is my position, that after a long wait I have been given an opportunity to speak.

Nawada area has been dominated by the Scheduled Castes for years, that is why I understand that this area has been neglected. In my constituency a single track grand cord metre line connects Kiul Junction via Gaya Junction. This line was laid in British time. The train has only third class compartments and it is driven by a steam locomotive. There is no light and no proper security arrangements on this train. There has been a long-standing demand from that district, I had also requested the hon. Minister to convert that line into broad-gauge. The most important thing is that my nearest railway station is Nawada and I have to get down at Patna in the absence of that Express train and I have to cover three hundred kms. to reach Nawada, this is a very sad situation and it is expensive too. When the National Front Government was there, it had started Tinsukia train via Gaya and Kiul and that Tinsukia train ran on that line successfully, I understand that if an Express train is run from Kiul via Gaya and Nawada, it will be beneficial to passengers.

I will request the hon. Minister through you that this Nawada area of Central Bihar is very fertile. The minerals are in abundance there, coal and mica are there but till today that place has not been linked directly with Patna, the capital of Bihar. If that is connected, then it will contribute to the industrial as well as economic well-being of the country. I hope the Railway Ministry will pay attention to it. I would like to say one more thing that there is a weekly train between Patna and Cochin. If that is diverted to Agra, then it will be convenient for the passengers and if it is run thrice a week, passenger will still benefit from it. Last year the Railway Budget proposed to link Dhanbad with Tananagar and some amount was also approved for it and this amount was sanctioned

to construct Sudan station and platform but I am sorry to say that nothing has been done in that connection by now. I would like to draw the attention of the hon. Minister to it that he should show his eagerness towards execution of Sudan railway platform for which an amount was sanctioned so that the people might avail the facility. With these words I hope that the grand cord metre gauge line from Gaya upto Kiul Junction would be converted into broadgauge and an Express train run as the last National Front Government had started Tinsukia train.

With these words I extend my thanks to you.

PROF. PREMDHUMAL (Hamirpur): Mr. Deputy Speaker Sir, the only aim of speaking on Railway Budget at this late hour of night is that I may draw the attention of the hon. Minister to the regional imbalance that has cropped up. My friend from Congress, the hon. Member from Madras has also drawn his attention to this problem. Unfortunately, people are having the impression that the work is done only for the area from where the Railway Minister comes. I will not recount the names but comparatively much attention has been paid to the areas from where the Railway Ministers have come.

SHRI C.K. JAFFER SHARIEF: Please say about Nangal, Talwara and Nalgarh.

PROF. PREM DHUMAL: Mr. Deputy Speaker, Sir, I want to draw the attention of the hon. Railway Minister to that very railway line. That railway line was laid during the British time, after that 15 kms. Nangal-Talwara railway line was laid in 15-16 years, there was a budget of rupees 100 crore for it, in the first instance a sum of rupee 2 crore was allocated, last time George Fernandes Sahib raised it to 5 crore, you allocated again rupees 2 crore and this time I am surprised to see that only a sum of rupees 1000 has been allocated for it. Just now, one of my

friends from Congress placed 5000 rupees and asked to lay down railway line in his area and the State Minister assured that the line will be laid. I will not talk of money here, since it is not consistent to parliamentary practice but I want an assurance that the line should not be frozen and help should be given on behalf of the Central Government to carry out further works on that line. Himachal Pradesh does not have so much resources that his people may give money or land to get this work done, therefore the hon. Minister will have to arrange money and further work on that line will have to be carried out.

Mr. Deputy Speaker, Sir, Himachal Pradesh has water resources, it is giving water to the whole country, if it has apples then, it is giving apples to the whole country, it is giving wood, it sends jawans to army so it is the duty of the country to see that the provision of the railway line made for its jawans should be materialised.

Sir, secondly I want to say that the distance between Kalka and Parwanoo is just 2 kms and Parwantoo is our industrial area. The State Government is sending proposal again and again for this 2 km. railway project but that proposal is rejection in name of lack of funds. I would request you to consider this project sympathetically and get it completed in time.

You have been talking about converting the metre gauge lines into broadgauge lines throughout the country. Hon. Prime Minister has also mentioned about it. But no provision has been made for the route from Pathankot to Palampur which is a very busy route. I would like to request to convert the narrow gauge line to broad gauge line in Himachal Pradesh.

Mr. Deputy Speaker, sir, I would like to draw the attention of the House and hon. Minister towards the Kapurthala Rail Coach Factory. It has been allocated to Punjab, it is

[Prof. Premdhuma]

a good decision but I have come to know that its purchase office is in Delhi. What is the reason behind it that the factory is located in Punjab and its purchase office is in Delhi. People complain that purchase office should be set up there only to promote ancillary industry. But purchase office is located in Delhi while the factory is located in Kapurthala.

I would like to draw your attention to another topic. A big railway accident occurred near Javavala in Kangra district. Death toll was first reported to be twenty six and afterwards twenty-seven. It is not known which figures are right. The kith and kin of the deceased have not received the compensation. State Government has declared Rs. ten thousand as compensation but Central Government has given only Rs. 5000 and after some time increased it to Rs. 10,000/- but the dependents have not received that too yet. The tribunal is in Chandigarh and people have to come from Himachal Pradesh to Chandigarh. How they can come so far from their places to plead their case and receive the compensation. I would request the Government to provide that money to the families of the victims immediately. I would like to submit one more thing. The second class rail fare have been increased very much. Only rail journey up to ten kilometres has been exempted from the hike. Now-a-days, nobody prefers to travel by train for such a short distance. Government should think to lessen the burden on the passengers travelling by second class. Similarly, the fares of the higher class are always increased. It has rather become a fashion to increase the railway fares of first class and it is called socialistic attitude. While attention is not being paid for improvement in the facilities what facilities you are providing. Many M.P.'s travel by train. Mostly they travel by second class Air conditioned railway coach. It has been noticed that even

basic amenities like soap etc. are not provided there. Toilets are not cleaned. If you provide better facilities people will not feel to pay increased fares. The fares are being increased day by day but there is continuous deterioration in the facilities.

Similarly, according to the information available to me the people of wheel and axel-plants complain that they are manufactured in large quantities but the Kapurthala factory managers complain that though the bogies are available but wheel and axels remain in short supply. There is a inconsistency between the statements of the both.

In the end, I would like to draw your attention towards the plight of the employees. Sir, previously the pay scale of Hindi Assistants was same as of other Assistants. They are in that services from 1952, when this cadre was formed. The Ministry of personnel has given the scale of Rs. 1640-2900 is the Assistants of General cadre. But the official language employees, the Hindi Assistants have not been given this grade. I raised two points, one was of regional balance and the other was of the official language personnel, such as Hindi Assistants. It has been said that the official language personnel fall under category 'C' whereas the General Assistants are under category 'B'. But the employees says that they have not received any such notification that they have been put under category 'C'. It is all because they are official language personnel. The Assistants working in other departments have been put under category 'B'. This discrimination should not be there. The Hindi Assistants are more qualified than the other Assistants. They are required to pass both Hindi and English. Therefore, I would like to submit that this change in the category without informing the employees is not proper. This should not be made an excuse. In spite of the fact that they are better qualified than other Assistants, discrimination is done against them. On the one hand, we talk of

promoting national language and on the other hand the employees serving the cause of national language i.e. Hindi Assistants are not being given same grades as the other Assistants are getting i.e. 1640-2900. This would be a great injustice to them. I would, therefore, request you to grant same pay scales to Hindi Assistants as to other Assistants.

As you have shown sympathetic attitude for again starting Himachal Pradesh Express, I believe that in the same way, you would also make provisions for constructing Nangal-Talwara railway line. People of Himachal Pradesh would be thankful to you. This line is very important from the strategic point of view. Keeping in view the Punjab situation, this parallel line has been constructed. It connects Himachal Pradesh, Talwara and Jammu-Kashmir. This line is very important from this point of view. Hon. Minister is well aware of this fact. This may have been left due to oversight. I would request you to make provisions for this line. With these words, I conclude.

[English]

KUMARI FRIDA TOPNO (Sundargarh):
Speaker, Sir, I congratulate the Government and the hon. Railway Minister for presenting a viable Budget. Indian Railways, as part of the national infrastructure, has made a tremendous contribution to the national economy and in the emergence of modern India. They have given a fillip to industrial growth by inter-connecting the primary production areas and industrial centres and the markets. The Railways are the principal mode of transport for lower and middle income groups for traversing medium and long distances. Railways are the bulk carriers of commodities like foodgrains, fertilisers, coal, raw materials, steel, mineral oil etc.

Sir, the Railway Budget, no doubt, is a viable budget. But once again the genuine

but pressing demands of the people of Orissa in general and those of the people of my parliamentary constituency Sundergarh in particular have been neglected. I want to draw the attention of the Government, through you, Sir, in this august House to the following:

The Utkal Express is the only train which connects my Parliamentary constituency in Sundergarh with Delhi. There is no air service to Rourkela. The Utkal Express is as good as a passenger train. It halts almost at every station. Between Gwalior and Jhansi it becomes overcrowded, as local passengers get into the reserved bogies making the life of long distance passengers miserable. I have been demanding the improvement of this train, but no tangible step has been taken so far. I would request the Government to make it a superfast train or introduce a superfast train from Delhi to Rourkela.

Secondly, Rourkela being the steel city is a pride for our country. People from all over the country are serving in Rourkela Steel Plant. They have only one train Utkal for their onward journey to Delhi. This makes quite difficult to get reservation. So, I would request the Government to extend Amritsar Tatanagar and Patna-Hatia Express to Rourkela.

Thirdly, Rourkela Railway station needs a lot of improvement and renovation. About Rs. 7.78 lakhs had been sanctioned for this, as intimated to me by the Railway Ministry. But more funds are required to construct one more platform and providing all terminal facilities. Provision also should be made for computerisation of passengers' reservation at Rourkela.

Fourthly, the Budget also lays down new projects and sections totalling 277 km. I would request the Government to construct a new line between Talcher and Birmagarh which will result in rapid industrialisation of

[Kumari Frida Topno]

this most neglected part of Orissa but rich in iron ore deposits and other minerals. I would also request for construction of a new railway line between Jharsuguda and Sundergarh and Jashpurnagar connecting the tribal heartland with a view to improve the economy of the tribals.

Railways has acquired hundreds of acres of tribal land for construction of Bondamunda Railway yards. Only one-third of the acquired land has been utilised and the rest are either lying vacant or being misused by way of being illegally encroached upon. Railways failed to provide job to at least one member of each of the displaced families. This has created a lot of tension and misused in the minds of the tribals towards the Government. I would request the Government, through you, Sir, to establish a railway coach factory at Bondamunda, which will not only serve the national interest, but also the local interest providing job avenues to the local tribals. All our endeavours would be to bring the youths specially the tribals in the main-stream of the nation.

Finally, there has been demands from the people since long for the construction of two overbridges, one fly over bridge at Basanti Colony Gate, Rourkela and another at Kukda Gate near Bondamunda. I would request the Government, through you, to make budget provisions for the construction of these two overbridges.

Lastly, I support the budget proposals and conclude my speech.

PROF. SUSANTA CHAKRABORTY (Howrah): Mr. Deputy Speaker, Sir, I oppose the Railway Budget because of its inflationary impact on the economy and also due to various other reasons which are the progressive decline in Plan outlay for the development of railway, the hardships of commut-

ers caused by the unjust hike in Second Class railway fare and the rates of monthly season tickets. I oppose the Railway Budget because of the hike in freight charges which shall increase the prices of certain important commodities and also because of the fact that it has roused a sense of deprivation amongst the people of West Bengal. A good number of proposals have been submitted from West Bengal, but almost none of them has been accepted by the Railway Minister. In 1972, the late Shrimati Indira Gandhi inaugurated a line from Howrah which is my constituency to Amta and Champagana, but till date, on the Howrah-Amta line only upto Bargachia, a line has been constructed. I raised this issue in Parliament during the last Session to which the Railway Minister replied that the project has not been abandoned and it shall be taken up. But, only Rs. One thousands has been allotted for this purpose and I do not know whether the Government likes to continue it. If there is no fund to complete the Howrah-Amta line, I shall request the Minister to at least extend the line upto Munshirghat so that the two districts, Howrah and Hooghly can utilise this railway line.

Sir, about the victimisation of railway employees under rule 14 (2), I request the hon. Minister to think about it. It is a very serious issue. In my constituency, in the Shalimar Transit Depot, almost 200 workers have been declared surplus. We are yet to know as to what is their lot. I request the Minister to make the Rajdhani Express daily from Howrah to Delhi. I would also request him to consider the idea of starting a duplicate Rajdhani Express with alternate stoppings from the original Rajdhani Express via Patna.

Sir, none has mentioned about the Railway Saloons. I do not know what is the use in carrying on with this colonial legacy. I have full information with me and I shall write to the hon. Minister. But, so far I have

gathered that almost 30 coaches have been attached to each Railway Saloon. If the birth capacity of these coaches are utilised in Three Tier from Howrah to New Delhi, it can earn more than Rs. 29 lakhs a day and if it is turned into AC Two Tier, it can earn more than Rs. 49 lakhs a day. So, I would request the Railway Minister to do away with the colonial legacy and convert these coaches for the use of the common people. I do not know who are the persons who can utilise these Railway Saloons. I would also request the Minister to enquire as to who was the person who had travelled on 13.1.1992 by the Railway Saloon No. 121 from Delhi to Howrah, Howrah to Cuttack and came back also by the same route. I would request the Minister to enquire and tell us as to who was the person who had used this opportunity.

From the entire Budget, it is seen that the interests of the common people have been neglected. About the railway hawkers, my friend, Shri Syed Masudal Hossain raised the issue. I would also join my voice with him and request the Railway Minister to give them licence so that the Railways can earn something and these unemployed people can also earn something so that they do not become *goondas*.

About the privatisation of catering services, those units which are earning profit should not be privatised. Shri Lal Bahadur Shastri took it over because of certain factors. A lot of commissions from the vendors were associated with it. Second thought should be given to this aspect by the hon. Railway Minister. This is my earnest request to him.

[Translation]

*SHRI OSCAR FERNANDES (Udupi):
Mr. Deputy Speaker, Sir, Hon'ble Railway Minister has given a new gift to the people in

the form of an excellent Railway Budget for the year 1992-93.

It is quite natural that people demand new railway lines. Many members also have requested for new railway lines. But if the fare is increase by ten rupees no body is prepared to pay that. On one hand they say that they should get new lines and on the other they are not prepared to pay for that. Parliament is to consider this basic question. How can the Minister yield to all demands without sufficient funds.

The Hon'ble Minister has a new and innovative approach. He wants to go in for unigauge system throughout the country. 150 years ago Lord Dal Housie had thought of unigauge system in our country. Recently while addressing a meeting in Bangalore I had mentioned about this unigauge system. Perhaps Shri George Fernandes was referring to that statement while speaking on railway Budget here. Now it is the question of the people of India and not of Dal Housie or Britishers.

The Hon'ble Prime Minister recently made an observation that the number of Railway demands would outnumber the total number of members of Lok Sabha.

The approach of the Hon'able Minister to have Unigauge system in the country is commendable. The people of Karnataka and the people of the entire country should be grateful to the Hon'able Prime Minister and Railway Minister.

The conversion of Bangalore-Mirag line into Broadgauge is pending for a long time. This has to be completed at the earliest. The rail line between New Mangalore Port and Bangalore should also be taken up on a priority basis. Then there would be direct link between New Mangalore Port to Madras

[Sh. Oscar Fernandes]

via Bangalore. This is possible because of the new approach of the Minister. Otherwise this conversion would not have been taken up even after a century.

Previously Shri George Fernandes has strongly criticised the Konkan Railway Project. This time he has not criticised and on the other hand he has silently acknowledged the priority given to the completion of Konkan Railway. Konkan Railway can reduce at least 1000 Kms distance between Bombay and Mangalore. This vital line would benefit Kerala, Karnataka, Goa Maharashtra and Gujarat.

Another important step would be to give priority to the electrification of the railway lines. Then only railway lines can be viable with optimum utility value. Unigaugue system would also add to the viability of lines. Laying of new lines must be taken up in the backward areas, like Rajasthan and North Eastern States, one of my friends was saying that railway line would have been laid in his area between Imphal and Dhimapur if we had not achieved freedom. Therefore prominence should be given remote and backward areas. Arteries carrying blood to different parts of the body. Blood from different parts of the body is carried by veins to the heart. Similarly all parts of the country are linked with the country's Capital and State capitals and other important centres. This is the symbol of National Unity and Integrity. The people living in remote areas also should not feel isolated and cut off from the main stream. This is how Railways play a vital role in shaping the future of our country.

Sir, I do not want to go into further more details. There is no time and many of the Hon'able Members are eagerly waiting to express their views.

As Sh. V. Krishna Rao has said the

potter gets only one pot for himself. Similar is the case of the Railway Minister. Hence it is not correct to say that he favours his state. In fact he has taken into consideration the entire country. But of course he has given priority to areas which are backward as far as railway facilities are concerned.

Mahatma Gandhi intended to travel in First Class when he was in South Africa. He wanted to wear coat, boot etc like Britishers. On realising the fate of the people of our country, most of them travelling in third class compartments, ultimately he travelled in third class only.

There are so many complaints about the maintenance of toilets in the trains and at stations. Here also we have to learn from the father of our nation. Let the Railway Minister provide Brush and water in the toilets. Whoever uses the toilet will clean it.

Railway protection force personnel are on hunger strike. They are demanding recognition for their association. I urge upon the Hon'able Minister to give a sympathetic hearing to their demands and to solve the problem immediately. Some concession has to be given to daily commuters by reducing the fares.

Many persons have lost their lands in the Konkan railway project. They should get relief very soon.

Many State Governments are saying that they can't contribute for laying new railway lines. On this point I would like to give a suggestion. The centre is releasing crores of rupees for implementing Rojgar Yojana. Substantial amount is not being utilised for Rojgar Yojana. I therefore appeal to the States to contribute at least one per cent of this amount for laying new Railway lines.

I request the Hon'able Minister to introduce a day time train between Mangalore

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and Bangalore. At present there is only a night train.

Konkan Railway work is progressing well. The construction work upto Bombay is expected to be completed by 1994. I request the Minister to take steps to complete this work on time. Further Railway Minister, Shri George Fernandes had set up the corporation. He had a good plan but he could not provide funds. Perhaps this project would have been dropped if other persons had taken over as Railway Minister. But Mr. Jaffer Sharief is a bold Minister and he has taken firm steps in this direction. I congratulate the Minister and wish him all success in his ventures.

Sir, I thank you for giving me a chance to speak and with these words, I conclude my speech.

SHRI HARISINH CHAVDA (Banaskantha): I Stand to oppose Railway Budget because I think that state should think over it from the point of view of welfare. Britishers came here with the motive of doing trade and when they ruled this country, they did the same. It is rather unfortunate that the same practice continues. The official do not bother about it because they will get their salaries. For these reasons, my opinion is that services like telephone, posts, transportation and railway should not be state subjects. States should only handle the subjects if revenue, Military and land. For these reasons, I oppose this Budget.

Mr. Deputy Speaker, Sir, on one had, the plight of poor people of this country is becoming miserable and on the other hand even the Ex-M.P.s are given the facility of free passes. This should not continue. They should be provided to the people who have served the cause of nation but it would be a misuse of the facilities when these are provided to the people who become M.P. or M.L.A. for a very short period. Our country is

passing through a period of serious economic crisis and we talk about providing such facilities to Ex-M.P.'s and Ex-M.L.A.'s. I am of the view that pension and such other facilities should not be provided to M.P.'s and so I basically oppose this Budget.

Mr. Deputy Speaker, Sir, gross injustice has been done to the State of Gujarat. Major part of the State of Gujarat falls under Western Railways. Even then its head-quarters is not in Gujarat. As Muhammad Tughlak changed the capital from Delhi to Daulatabad and then back again same is the case with Railways. Gujarat is the centre of Western railways but it does not have its headquarters there. Headquarters is located in Bombay. There has been a long-standing demand for it but it has not been fulfilled though approved. This is rather a matter of distress. The narrow gauge train service has been stopped in Gujarat and somewhere the meter gauge has also been stopped. A new train service should have been started but this has not been done. But the trains which were running earlier have been withdrawn. These should be started again. Many such lines have been disrupted in Saurashtra. The bridges on the railway lines should be utilised and new over-bridges should be constructed.

There is a wide-spread corruption in railway-department. The funds should be properly utilised. Since, Banaskantha is a border area therefore, it is important to connect it with railway lines. It is important to develop it if we want to develop our country. It should be developed by connecting it with railway, roads, New industries should be provided there. Often the development of those areas receive more attention from where M.P.'s get elected. This tendency is not praise worthy that he should only pay attention to his own area. Country would only move ahead if its backward areas receive proper attention.

[Sh. Harisinh Chavda]

I felt very happy once when the Budget was presented by Shri Madhu Dandvate, who was then Railway-Minister. He presented the Budget fully devoted to the cause of developing this country irrespective of party affiliations and interests. Therefore, I adhere to the principal of one class for all people, irrespective of the fact whether he is a Minister or a common man. You better know the plight of the common man in railway. There life has become miserable. Once when I happened to be Prohibition Minister in Gujarat, I used to promote the programme by roaming in disguise. If I had the charge of Police Department, I would have projected the reality happening in Gujarat. If the Railway Minister pay a visit to General Coaches, then only he can realise the conditions of the common man. The system of the country should work in such a way that the life of common people becomes a little comfortable irrespective of the fact which party is in power in any State.

Mr. Deputy Speaker, Sir, I as well as the people of my constituency would like to thank the hon. Minister of Railways for doing good thing for my area. He has been very kind to extend the services of Samdadi-Palanpur train. It was a longstanding demand of my area. But no money has been spent for the development of Palanpur Station Junction whereas crores of rupees have been spent on Abu Road Station which is not a junction at all. Various facilities have also been provided there. I think, for last about 20-25 years, not a single paisa has been spent on this station in the name of development. Neither the length of the platform has been increased, nor was the length of the shed increased and neither was an over-bridge constructed. Maximum number of accidents take place at this place. Until the bridge is constructed, the entire district would continue to experience difficulty. That is why

I request that as soon as possible, that bridge should be widened.

Ahmedabad is the centre of diamond trade, But majority of the workers came from Banaskantha. It is necessary for the progress of these people that the Ahmedabad-Palanpur-Jaipur metre gauge line is converted into broad gauge. It will prove convenient for the people and ensure development of the area. I would, therefore, like to request that this metre gauge line should be converted into broad gauge. Sometimes meetings in connection with telephone services are held with Members of Parliament and the M.Ps. are involved in connection with a number of problems, with the officers posted at the State level. The M.Ps. face several other problems also. In order to avoid this, the Divisional Officers could be asked to fix dates for the meetings and inform the hon. Members accordingly. Various problems could be discussed in the meetings and there could be quick disposal of minor problems.

There is no level-crossing in Piprada, Chandisar and Jadi. The farmers will have to cover a round about distance of 10 kilometres. If some arrangement could be made for this, we shall be extremely obliged.

Our area is very backward. Salt trade is carried on here, but railway wagons are not available. If the Government can arrange wagons, industries can prosper in the area.

The Jodhpur express which starts from Ahmedabad has no stoppage in Gujarat. We have more links with Rajasthan I request the Government to provide a stoppage for this train at Palanpur. Super Fast Ashram Express is a very good train. It is very convenient to people. But the number of coaches attached to this train is less. As such, the passengers are not finding it adequately convenient. Please double the number of coaches from Ahmedabad. If

there are 7 coaches, these could be made 14. If felt necessary, two engines could be attached to it. Employees indulge in a lot of corruption in this train. Passengers sit without reservation and those who have got the reservation done do not get any space to sit. I will give in writing the other points I want to make.

* SHRI K. H. UNIYAPPA (Kolar) Mr. Deputy Speaker, Sir, I congratulate the Hon'ble Railway Minister for presenting a progressive Railway budget. I would be failing in my duty if I do not congratulate the Hon'ble Prime Minister Sh. P. V. NaraSimha Rao. It is the Prime Minister who has enabled our Railway Minister to present a very good Budget. Our Hon'ble Minister of State Shri Mallikarjun is also striving hard for the improvement of Railways. Hence I thank him for this best efforts. In addition to his it is the Railway employees who should be congratulated for their dedicated service.

It is the middle class and the poorer section of the Society who would get the maximum benefit of this Budget. This is an unique achievement of the Hon'ble Minister Shri. Jaffer Sharief. This budget would enable new industries to come up. The farmers can also derive maximum benefit especially for the transportation of food grains. There is no increase in the freight charges of most of the essential commodities.

My Hon'ble friend Shri. Anbarasu was telling that the Railway Minister is pumping more money to his own State. I do not agree with his Statement. If you compare the development of Railways in Karnataka with that of other states the difference would become very clear. Karnataka is the most neglected State even among the Southern States since Independence. There is not even one K.M. of Railway line which has been electrified. The state is backward with regard to gauge conversion.

Konkan Railway is progressing very well.

I urge upon the Hon'ble Minister to expedite this work and to complete it on time.

The narrow gauge line between Yelahanka and Bangarpet via Devanahalli is century old railway line. My senior colleague is Shri V. Krishna Rao has also mentioned about this conversion. This area is very backward. Rain fall is very low. There are no irrigation facilities in this area. The hard facts are well known to the Hon'ble Minister. In spite of all these difficulties vegetables are grown abundantly in Chikkaballapura. Shidlaghatta is famous for its silk. Chintamani is an important business centre. Mango is grown abundantly in Sreenivasapura. At present the farmers are finding it very difficult to transport their produce to different parts of the country especially to Nagpur, Hyderabad, Bombay etc. It is too expensive at present. The farmers have to pay about 8 to 12 thousand rupees per truck load. Broad gauge railway line facility can reduce this cost by about six thousand rupees. Hence conversion of this old line must be taken up immediately. This would enable the new industrial units to come up.

Between Bangalore and Bangarpet four over bridges have to be constructed near Tekal and malur. Near Bangarpet and malur four gates have to be provided. I have written to the Hon'ble Minister giving all details and I hope he would take immediate action. Several conversion works are going on. Chittoor line, Dharavaram and Madanpalli lines are also included for conversion. The farmers of Kolar and Bangalore districts would get the benefit of this conversion. Industries also would come up and it can help several thousands of unemployed persons.

Several members of Parliament from Karnataka became Railway Ministers but no one could do much for the development of Indian Railways. Shri. Jaffer Sharief has the distinction in this regard. His approach to convert metre gauge to Broad gauge is being applauded by all sections of Society. The conversion would yield very good return.

[K.H. Uniyappa]

Hence as the Minister has stated top priority must be given for gauge conversion. This is a very brave step.

This Budget is a progressive budget, which has been prepared keeping in mind the interests of common people. Hence I thank the Hon'ble Minister Shri C. K. Jaffer Sharief for presenting such a nice budget. Sir I thank you for giving me this opportunity to speak and with these words I conclude my speech.

SHRI UDDHAB BARMAN (Barpeta):
Mr. Deputy Speaker, Sir, I don't want to repeat. I want to request the Railway Minister to take some steps to construct the railway lines in Assam, in the North-Eastern Region areas. Practically people want the extension of B. G. line from Guwahati to Dibrugarh and also Rangia Rangapura line. So, I request the Minister to take prompt steps.

I also want to say that Lumding Silchar line of NF Railway, which is better known as hill section of the NF Railway is in a very horrible condition and I want that that railway line should be improved and strengthened because it is already over-worked. The distance between Badharpur to Silchar previously used to take about 50 minutes, now requires two hours to travel. So, I request that the line will be strengthened.

At the same time, I request the Railway Minister to re-introduce some trains which were already withdrawn. One important line which connects Guwahati with Calcutta, that is Kanchanjanga was withdrawn from service because, of the terrorist activity during that period. I would request the Railway Ministry to reintroduce that train and some other trains also.

I also want that the Railway Training institute, which was promised already, should be established. We demand all these things. I also want to point out that there is a demand by the railway employees, particularly of the

North-Eastern zone, for SDA. All the Central Government employees are given SDA. So, necessarily I think, the Railway Ministry will think it over and grant SDA. At the same time, I also demand that the different trade unions should be recognised which are in the production level and other side.

I also want to draw the attention to the plight of some people who had come as refugees to the State of Assam. Most of them are staying in some railway colonies. Previously, there was an understanding between the Railway Ministry and the Assam Government. The Railway Ministry used to give some land to the State Government and the State Government to rehabilitate them. But, these people are still not given anything. Every time they are facing eviction from the railway authorities. So, I request that - since the Assam Government and the Central Government are Congress (I) Governments - the refugees problem of Assam can be looked into now and proper steps taken.

I also request the Railway Ministry to expedite the construction of the Railway line from Jogighopa to Guwahati and also other line. At the same time, the railway line, Digha Tamluk line (Midnapur district) which is important for tourist purposes, should be completed within a short period of time. That has to be completed within a short period. There are demands for construction of some flyovers at Bongaigaon and at other places. I request the Railway Ministry to construct these flyovers so that the traffic congestion can be removed in the area.

I also request that catering, which the Railway Ministry wants to privatise, should not be privatised.

I request that the retrenchment, which is acting like Damocle's sword, should be stopped immediately. Some problem is there regarding employment in the railways. I request the Railway Ministry to look into that matter.

At the same time, I want to oppose this

budget. It will not only pick the pockets of the people but will also pick the pockets of workers and employees because of the hike in fare. A hike in freight also creates problems for the people in the north-east and Assam. Because of the transport bottlenecks, the people of Assam are paying more. Practically all the things are to be transported from outside the State. So, this hike in the freight charges will create lot of problems. It will create conditions for regional imbalance. So, I demand that this hike should be withdrawn immediately. Because it is an anti-people budget, we are opposing it. I hope the Railway Minister will consider all these aspects and take necessary steps. With these words, I conclude.

SHRI RAM TEHAL CHOUDHARY (Ranchi): Mr. Deputy Speaker, Sir, I rise to oppose the Budget that has been presented by the hon. Minister of Railways. I am opposing it because the Budget which has been presented is especially not for middle class people or for the poor. It is not in the interest of the people at large. Along with that, the freight charges of most of the commodities have been enhanced, price of eatables has also been hiked. This price hike will not do. The more the prices are increased, the more the amenities are decreased. Earlier, the freight charges used to be less and the amenities good.

Very seldom we get on opportunity to travel by first class. The condition of first class compartment appears to be what it was of a third class compartment earlier and even worse than that. In this way, whatever class it might be, whether it is second class or third class which does not exist now, only the fares are increased, but no steps are taken to increase these amenities. The burden on people is increasing. That is why I oppose this Budget. Anyway, my previous speakers have said many things in this connection, which I would not like to repeat. In this Budget Bihar has especially been ignored because the provisions made for Bihar are far below of our expectations. I come from Ranchi constituency which falls under the Chhota Nagpur region of Bihar. I

met the hon. Minister in connection with the problems of that area. I have written many letters. I met 3,4 hon. Members of Parliament, and when I presented my point of view, the Minister took quick action and advised us to talk to the officers of the department. We people were very happy. The hon. Minister took quick action and on that basis, we people talked to the officers. Many problems were such, which could be solved immediately and there was no expenditure involved in them. A few things were such, which could take time. All these demands were genuine. At present only one train comes to Delhi from Ranchi via Hazaribag, Ranchi and Palamau districts. People had made an appeal to change its earlier timing. This train reaches Delhi at 2-3 O'clock at night and you can imagine what the difficulties the passengers would be facing who get down at Delhi station at 2-3 O'clock at night. They have to spend the entire night on the platform. We people had made an appeal to change its timing and we were fully assured that its timing will be changed. But this has not been done till now. It is my request that instant attention should please be paid to his matter.

I would like to make yet another submission. Ranchi is a very large industrial area. Previously, I was said that 5 bogeys would be attached to the train running from Ranchi to Bombay. At that time even an assurance was given, but that work has not been done till now. This will not involve any expenditure. There is no fast train from Ranchi to Bombay. For this reason, I shall request the hon. Minister and I am convinced that he will look into the matter. The Neelachal Express runs thrice a week. I request that it should be run everyday for the convenience of the people. Khelari is a coal field. There are many coal mines. Because there is no railway bridge, the level crossing gates remain closed for 4-5 hours and people experience difficulty. For this reason, railway goods and railway property is stolen. People take away truckloads of goods and the railways incur a loss. Many cases have been detected and complaints lodged with the police. The employees of the department are also in-

[Sh. Ram Tehal Choudhary]

volved in it. No theft can take place without their knowledge. The hon. Minister should pay his attention to it and he should order a probe against such people and take action against them, so that railway thefts are stopped. In the same way, we read in newspapers that there is a lot of corruption in awarding contracts involving bungling of crores of rupees. Many complaints have been made to the hon. Minister. It is my request that orders should be passed for a probe into them and action taken against those who are guilty. If pilferage and thefts could be stopped and corruption checked in the railways, then there will be no need to increase the fare and the loss which the railway have sustained could be made good.

Since many years, there has been a demand for conversion of metre-gauge line into broad gauge from Ranchi to Lohardaga. Land is available for this and this work can be done easily. It is my request that this metre-gauge line should be converted into broad gauge. If it is joined with Tory, 5-6 hours can be said for coming to Delhi. That is why it is my request that attention should be paid to this. Special attention should be paid for the construction of an overbridge at khelari or and conversion of metreguage line into broad gauge from Ranchi to Lohardaga is very necessary. The timing of Ranchi-Delhi train should be changed immediately. It is also necessary to change the timing of the Hatiya-Amritsar train. There is a long standing demand to stop this train at Bakarkudi. It should be allowed a two minute stoppage at Bakarkudi. The swarna Rekha Project is being undertaken here and because of this reason the entire area had been submerged under water.

Now there is no communication for the farmers of the area to move out. We had written that the passenger train which comes from Badkakanana to Tata should be stopped for two minutes at Bakarkudi so that those farmers who grow vegetables can sell their

vegetables in Tata market. It will prove very convenient for them if the train stops at Bakarkudi.

I shall again urge you to stop the train there for two minuets. The farmers of that area shall be benefited from this. The area which is backward, underdeveloped and tribal, has not whitened any development. It is my request that it should be looked into.

Mr. Deputy Speaker, Sir, you are ringing the bell time and again. I will not take much of your time. It is already late night. We people have faith in the hon. Minister that he will consider the points made by us. I am fully convinced that the work will be done. With these words I conclude.

* SHRI A PRATAP SAI (Rajampet): Mr. Deputy Speaker, Sir thank you very much for giving me this opportunity. Sir, this is my maiden speech, hence I would like to speak in my mother tongue Telugu.

Sir I support the budget presented by Hon'ble Railway Minister I congratulat him for presenting such a nice budget. At a time when population is growing by leaps and bounds, the Hon'ble Minister has displayed an extraordinary skill in formulating the Budget providing all the amenities needed to the over growing number of people who travel by train. For this, not only any particular State but the entire country applauds the efforts of the Railway Minister. In many respects this budget is quite innovative and unique. In the past, no Railway Minister has taken up more than 500 Kms for gauge conversion. but the present Railway Minister has taken up the conversion of 6000 Kaute Kms. This announcement has made the people in all parts of the country happy. This conversion will go a long way in the alround development of the various regions in the country. Sir, for the first time in the annals of the parliament, the budget was telecast alive. People have followed the budget closely. I have received innumerable telephone calls

from the people of my constituency, which happens to be a backward region, asking me to take up the issue of early completion of gauge conversion work which had been taken up years ago. I have received any letters also in this regard. The double line conversion work taken up long ago has not been completed even to this day. People in my region wish that the pending work must be completed first, especially in the backward regions. Hence I plead with the Hon'ble Minister on behalf of my people to take steps for the early completion of double line conversion which has been going on in my constituency since years. The allocation for this work may please be made in this very budget itself. Sir, Guntakal-Renigunta Division is going to be electrified very soon. But there is only a single line existing in this Division. Hence I doubt whether it is going to be useful to electrify this division when there is only one line. Hence I appeal to double the existing single line and electrify it. Both, the doubling and the electrification of this division should also be included in this budget itself.

Sir, myself, Shri Gyanendra Reddy from Chittoor, Shri K. Vishwanatham and Shri Ramakrishna met the Railway Minister and held discussions with him regarding Katpadi line. I am thankful to the Hon'ble Minister for including this line in this budget. The broad Gauge conversion of Katpadi to Tirupathi line should be extended upto Alagiri gate. Otherwise, the pilgrims who visit Tirumalai to have the Darshan of Lord Venkateshwara have to alight at Renigunta and from there, they have to take a bus or taxi for going to Tirumalai. Hence if his line is extended upto Alagiri gate, it will be more convenient to the pilgrims who visit Tirumalai. Besides, it will also serve the needs of the local people.

Sir, Hon'ble Members who have participated in the discussion dealt at length about the passenger amenities and catering service. They have highlighted the problems faced by the passengers both aboard the train and on the platform while waiting for a train. At present contract is being awarded to

one person. Instead, I suggest, that it should be given to four or five persons. Thus there will be a healthy competition among them to provide better services to the people. Thus, the passengers can hope to get better food.

Then, about the medical aid, Sir, the Railway hospitals are now located outside the Railway station. Hence it is not of much to the people who travel in the train. So, I suggest that a medical shop or a dispensary should be located on the platform itself, so that when the train stops at the platform, the suffering ones can at once go to the dispensary and avail the medical facilities.

Let me say a few words about providing drinking water to the passengers. There are many areas in the country where the drinking water is in acute shortage. At present the drinking water is being kept in the middle of the platform and the passengers who are in the external bogies of the train are not in a position to get the water as the train stops there only for a few minutes. Hence it would be better if the drinking water is made available at both the sides of the platform. Already we are spending a lot on providing drinking water to the people. In spite of it, the amenity is not satisfactory. I request the Hon'ble Minister to show special interest in this regard.

Sir, there are many platforms in the country which do not have shelter. I happened to bring to the notice of D. R. M. one such platform at Vailpad very recently. There are hundreds and thousands of such platforms which do not have coverage. I request the Minister to take steps to provide shelter at such platforms as early as possible.

Now, about the supply of wagons. There are many regions in the country where the rainfall is scanty and even below 550 ml. In such places there is absolutely no scope for agricultural activities. Survival is a struggle for the people in those places. Railway, happens to be the cheapest mode of transportation in the country. People in such places are heavily dependent on Railways for transportation. My constituency is in such an

[Shri A. Pratap Sai]

area. Minerals are abundantly available in Cuddapah, Anantpur. But the wagons are not available for the transportation of minerals. People wait for 3 to 6 months even after making indent for getting the wagons. Since the Railway officials are well aware of the position, special care should be taken to make the wagons available without any loss of time. It is necessary for the development of small scale industries in backward regions like mine. I appeal to the Ministry to initiate immediate action to ensure the supply of wagons promptly.

Let me also say a few words about the communications set up in Railways. The age old communication system which is obsolete in modern times is still in vogue in our Railway. The communication system in various spheres is undergoing rapid transformation around the globe. Even in our country many industries like cement etc. are adopting the latest methods. Satellite communication system has become popular. And yet, our Railways continue to persist with the obsolete communication system. It is time to discard this age old system and adopt the latest technology using Satellite to monitor the operation of Railways from one central point. Better coordination and functioning of Railways can be ensured by switching over to the latest technology. That will help in the rapid development of the country.

Sir, I want to bring one more thing to the notice of the Hon'ble minister. Of course, this is a small one. There should be a public address system within a running train. A small mike should be arranged in every compartment. Announcement should be made through this public address system informing passengers whether the train is on time or late if so, the approximate time by which they can hope to reach their destinations. Regular announcements on weather and track conditions should also be made. An official or the conductor should be entrusted with the job. This will help the old people, women and children. Traveling in the train because tension-less. Even impor-

tant news can be conveyed to the passengers through this system. I hope, the Hon'ble Minister would soon initiate action to introduce this new system in our Railways. Sir, now of deal with the problems of constituency. I had been in touch with the Hon'ble Minister for the past 8 months. There is nothing wrong, if the people, who are in a backward region and where there are now new railway lines at all, demand the introduction of new trains in their area. After repeated pleas, a new fast express called Chennai Express between Madras and Dadar was introduced 4 years ago. But alongwith this, they have cancelled Janata Express which had been passing through my area for the past 35 years and Navjeevan Express which goes to Ahmedabad was also canceled. Chennai Express is only bi-weekly. No reason was cited for the cancellation of Janata and Navjeevan Express trains. People were very much agitated when these two trains and especially Janata, which was catering to the needs of farmers, workers and others in the region, were withdrawn. There were Dharmas and agitations. The matter was brought to the notice of the Hon'ble Minister and other Railway officials by the elected representatives of the people. Astonishingly, the reply received by the Railway Ministry was that it was not feasible. It is really surprising to hear such a reply from the responsible people. Did they wake up just now to discover suddenly that it is not feasible to run Janata Express? How came that they could not realise that the train was not feasible during the past 35 years? Why should they deprive the people of the train which served them most. People in the area have lost two trains by getting one fast train. Sir, Navjeevan Express, was one train which served the interest of textile industries in the region. Supply of yarn to the industrialists in Guddapak, Nandyal and Kumal and various be places was being carried on by this train. All those when are involved in Textile industry are suffering a lot ever since this train is withdrawn. I take this opportunity to request the Hon'ble Minister to re-introduce both the trains if it is not possible, atleast Janata Express which had been serving the people during the past 35 years. Regarding secu-

ity, I must say that it is hardly adequate. It is almost nil. The security force is conspicuous by its absence even after the train has arrived. There is no one to question or interrogate an unwanted man from anti-social element who moves freely on the platforms. We are losing heavily as there is no protection or security. I want that the security force be deployed round the clock. The deployment of security staff should not be restricted to the arrival times of trains. Protection should be provided all the times to the travelling public, Railway property and to those who are loading and unloading the goods from the wagons. We have been losing quiet heavily for want of proper security. We come across such news items in newspapers everyday.

Sir, we, the Members of Parliament bring various issues and problems to the notice of the Govt. through this august forum and also by writing letters. But unfortunately due notice is not being taken by the officials. We continue to receive the same stereotyped replies from them. Hence I suggest that a Sub-Committee should be constituted to look into the issues raised by the Members. There is a parliamentary Committee functioning at present. We should also have a Sub-Committee specially to the grievances of Public Representatives. This Sub-Committee should look into the issues referred to the Hon'ble Minister by the Hon'ble Members. The Sub-Committee should visit the places and conduct a spot study. They should compare their decisions with those of officials and pass orders which are putted. This is more democratic and also will help in the speedy development. It will help the large.

Many new trains are being introduced this year. The new trains between Madras and Bangalore, Tirupathi and B'lore should be routed through Cuddapah and Guntakal. All the existing trains which go to Madras or Tirupathi go via Johar Pet. No train is touching Cuddapah. Lakhs of people are travelling by buses as there are no trains in which goes through this area. Hence I appeal to introduce atleast one Bangalore bound.

Express trains via Cuddapah. It will prove to be a boon to the people of this area.

Before I conclude, I complement the Hon'ble Minister once again for presenting such a good budget. No Railway Minister has ever presented such a Budget earlier. I hope and trust that he would include some of my demands I raised above in this very budget.

I thank you very much for allowing to make my maiden speech and conclude.

[English]

✓ SHRI P. C. THOMAS (Muvattupuzha):
Mr. Deputy-Speaker, Sir, I am not going to make a speech. I am only going to make a few points.

I congratulate the Railway Minister for presenting a Budget, which is not anti-people, which is not pro-World Bank and which is not against the interests of the poor people. And especially the freight charges and the charges for the passengers have been put in such a manner that poor people are given relief and also the essential commodities are put in the list of exemptions. I would only suggest that medicines may also be included in that exempted category.

With regard to imbalances, much have been said. I have a feeling that Kerala, which accounts for a good contribution to Railways by way of fares as well as by way of freight charges, is not given its due share. This is not a complaint against this Budget alone. This is a complaint against almost all the Budgets which have been presented here.

The allotment to Kerala is very limited. When the total allotment comes to about Rs. 5,700 crores, the allotment to Kerala for development works is only a very small amount, and it is only a double digit in crores. Therefore, I request the hon. Minister to consider one or two aspects as far as Kerala is concerned.

Of course, I am glad that Kerala have

[Sh. P.C. Thomas]

been brought under electrification map. Part from that, the amount given to the two existing lines, which are being built, is also there. But the amount is not too much.

I have a suggestion with regard to a new railway, which was suggested some time back and which was included in the Railways Status Paper of 1990. This is a railway line, which will benefit the passengers and the pilgrims who go to Sabarimala in a very large number. Almost all of them go to a place called Erumely, where they go to a mosque first. This is a place of national integration, where lakhs of Hindu pilgrims, who come to Erumely, go to this mosque. This shows a glaring example of secularism. Erumely is an entrance place to Sabarimala and from where lakhs of these pilgrims go to Sabarimala. This place should come in the railway map. Therefore, a railway line from Angamali or Alwaye to Sabarimala or through Erumely which has been suggested in the name "Malayora Railway" may at least be included for a survey. I would suggest that if this survey could be ordered at this stage, this will come in the railway map of Kerala without much delay.

I know the limitations. Though the limitations are there, I would suggest that the importance and the pilgrim interests but also the importance by way of giving a new line to the foreign exchange earning produces of Kerala mainly pepper, rubber, etc. which are mainly grown on the eastern parts of Kerala. So, this Malayora Railway is one thing which should strike the mind of the Railway Minister. I would suggest that this may be given due importance.

I am not going to the other suggestions, which I wanted to make. I only say that the doubling of lines in Kerala may be considered. An amount of Rs. 50 crores has been set apart for passenger amenities. When passenger amenities are considered, the total investment which is being given to Kerala may be specifically considered.

I am stopping with this because of paucity of time and the day is almost going to change and it is going to be 'Zero Hour'. So, I conclude now.

[*Translation*]

SHRI CHANDUBHAI DESHMUKH (Bharuch): Mr. Deputy Speaker, Sir, I Advasis would like to join the hon. Members who have opposed the Railway Budget. Advasis have been neglected in this Railway Budget. Advise areas are not going to benefit through this Railway Budget. Our Advasis say:

"Unse pani mat mango, jinhen pyas ki pehehan nahin; Unko jeevan mat do, jise saans ki pehchan nahin; Jeevan ke lambe safar mein, bhale akela hi chalo; Par un kaungi ka vishwas mat karo jise shwas ki pehchan nahin."

Mr. Deputy Speaker, Sir, during my studies in 1958, I was asked to write an essay in the Hindi paper on the topic "Railgadi saute mere priyatam ko lekar chali". From the Budget presented by the hon. Railway Minister I feel that the train has disturbed the sleep of the public. It has become necessary to say all this because much has been said about the competence and ability of the Railway Minister, he has won all the applause. But I am sorry to say that I doubt his ability, as I feel like that. I wrote a letter to him on 8th August, 1991. Two months after that letter, I wrote the same letter to the hon. Minister of State in the Ministry of Railways, Shri Mallikarjun. Thereafter I handed over the same letter to the Ministry of Railways but I am sorry to say that I haven't received any reply to that letter till date. If such is the attitude towards MPs, what will be the attitude towards the general public from villages, who may be complaining at times, can be imagined well and that is why I doubt the competence of the Railway Minister.

I would like to oppose the increase in the rates of monthly season tickets as proposed in the Railway Budget because the increase in the rates of monthly season tickets will burden the middle class people who are

employment and the labour class. There was no need to increase the rail fare for them. Sometimes these season tickets are issued for selected trains but I would like to suggest that such facility of season tickets should be provided for all the trains so that every railway passenger can travel by any train.

Much has been spoken here about filth and stink. Reiterating the same, I would like to tell you that big cities of Gujarat like Bharuch, Ankleshwar and Baroda are full of filth and stink, in fact the filth and stink are all around. As soon as you come to platform, there is terrible foul smell all around and night-soil is littered everywhere, there is no cleanliness at all. The stink envelops an area around 100-200 feet. This is an example of competence of the Minister of Railways.

Corruption is rampant in Railways. There is so much of corruption on all the stations on metre line in Baruch district such as Jamousar-Vagra, Bharuch-Jambusar, Kosamba Umarpada, Ankleshwar-Rajpipla. Passenger fare is charged from the passengers but tickets are not given to them and reduced load is shown. It is said that load is not available on these lines, so we are suspending the trains on these lines, while the reality is something else, i.e., the Advasis of that area are not given tickets when they travel by trains. This is the reason that you say it arbitrarily that load is not available. Nearly 10 thousand people come to Ankleshwar for work from villages lying between Ankleshwar and Rajpipla, because the biggest industry of Asia is located there and that is an industrial town but despite that no facility is provided to them. If trains are run thrice a day between Rajpipla and Ankleshwar and diesel locomotives are attached to the trains, it will increase the transport on that section and people can get more facilities. Moreover it may accrue profit to the Railways too. In absence of this facility the people at times travel by truck or tempo. I demand that the attention should be paid immediately to provide these facilities.

24.00 hrs.

Mr. Deputy Speaker, Sir, my other suggestion is that a survey was conducted some 15 years ago to convert Ankleshwar-Rajpipla line into broad gauge line as also to extend this converted line up to Narmada dam. There has been no progress till now. My submission is that if this rail line is extended up to Dahod via Chhota Udoapur, the distance between Bombay and Delhi would be reduced by 200 kms.

The Jhagadiya-Netrang narrow gauge in advasi areas would go a long way to benefit advasis of the area-if this line is extended up to Nandurbar in Maharashtra. Bharuch is the Headquarters of my district but few trains stop there. Stoppage of Express trains like Navjeevan, Kamawati and Trivandrum should be provided there. There is a need for providing a stoppage of Avantika-Indore train at Ankleshwar station. Many industries are development at Ankleshwar, Panoli, Kim, Kosamba etc. Thousands of people are coming there. Some railway station by the name of Sanjala has been constructed there but no ticket booth is there. On making some enquiry we came to know that it does not fetch any income, so no such facility has been provided there. When there is no ticket booth, wherefrom is any income possible? Therefore, it is my submission that a ticket booth should be provided there.

There is need for the construction of an overbridge at Kim Kosamba station because in the absence of an overbridge the railway crossing remains closed for transport for one hour at a stretch. There is a need for extending Bharuch-Vadatal passenger train up to Surat so that people may benefit from it. I would like to thank the Railway Minister for his decision to introduce an Inter-city Express train between Vadodara and Valsad. The train may be named Narmada Express. There are many such trains whose arrival and departure timings had been fixed many years ago. It is very important to make some changes in the time-tables of these trains. If a train leaves at 10 p.m. it should leave at 7.00 p.m. By making such a change, our

[Sh. Chandubhai Deshmukh]

Adivasi people will reach their home early. This way the people living there will be facilitated to a great extent.

The narrow gauge railway line from Vadodara-Pratapnagar to Chhota Udepur is lying closed for years. Trains run up to Bodeli on that line only and does not go beyond it because the bridge is broken. The bridge requires some repairs which may be taken up so that the people of Adivasi areas may benefit from it. There is a need to expand the platform of Kim Kosamba Station and to provide adequate facilities to the Adivasi areas. There are certain demands which can be fulfilled through D.R.M. Office, but the quick speed that is needed for D.R.M. office is yet to be seen.

Finally, I would request the hon. Minister through you that all the grievances may be redressed as soon as possible and every possible steps be taken for their relief. With this submission, I thank you and conclude my speech.

* SHRI MANIKRAO HODLYA GAVIT (Nandurbar): Mr. Deputy Speaker, Sir, I rise to support the Railway Budget for 1992-93. I come from Nandurbar which is the backward area of Maharashtra. This area is adjacent to Gujarat and Madhya Pradesh.

Just now some Hon'ble Members from my area criticised the Budget saying that it is anti-people and against the country. But I feel that there is no substance in this criticism and they opposed it for the sake of opposition.

There is Surat-Bhusaval railway line in my area. It will not be wrong to say that this line is also as backward as this area. There are only four pairs of passenger trains namely 75 down-76 UP, 77 Down-78 UP, 37 Down-38 UP and 113 Down-114 up, which are running on this section. The trains running on this section have steam locomotives. I have been

demanding that trains on this section should have diesel engines. I hope Hon'ble Minister will accept this demand. There is a long standing demand that there should be electrification of this track. I hope that the electrification of this railway line will be taken up immediately. Presently Ahamedabad-Howda Express and Navjeevan Express are running on this line. But as it is a single line, most of the trains on this section run late.

People of this area have demanded since long that there should be doubling of this line which is 336 Kms in length. Doubling of this line has already been sanctioned. An amount of Rs. 17 crore was earmarked in 1990-91 Budget. But in 1991-92 this provision was reduced to Rs. 6 crore and in the present Budget there is a meagre provision of Rs. " only for this work. This is mentioned on page 376 in the document entitled "Railway Construction Part-II". Though this work was sanctioned in 1990-91, I regret to say that doubling work of not even 12 Kms has been completed. I request the Hon'ble Minister to increase the allocation for this project significantly so that the work can be completed as early as possible.

The work of laying concrete sleepers on this track is also sanctioned. But so far that work has not started. I request that this work should also be taken up urgently.

The increase in the fare of season tickets has imposed heavy burden on Bombay sub urban commuters. It is an injustice to the people of Bombay. I request the Hon'ble Minister to withdraw this increase. The travelling public of Bombay have resented this increase.

Manmod-Malegaon-Dhuliya-Nardhana-Indore railway line was surveyed 25 years back. But no action has been taken after the survey. I have raised the issue of this railway so many times in several meetings. I would like to know from the Hon'ble Minister whether this line is feasible or not.

The demand of Dhuliya-Nardhana railway line is also very old. I request the Hon'ble Minister that this railway line should also be sanctioned for this area.

2953 and 2954 AC Express running between Delhi-Bombay is a bi-weekly train. It should run daily so that it can cater to the increasing demand of passenger traffic. AC Express has 2 bogies of first class and rest of the bogies are chair cars. I request that at least one AC-II class sleeper should be there in this train to meet the demand of the people.

I hope the Hon'ble Minister will accept the long standing demand regarding two railway lines in my area and do justice to the people of this area.

Now I would like to make a few general observations. We find that so many fraudulent practices are indulged in the sale of railway tickets. It is necessary to put an end to them. A large number of passengers travel without purchasing a ticket. It is necessary to check ticketless travel. I also demand that adequate police force should be deployed on our trains to provide security to the passengers and check thefts which are committed in the trains.

On Surat-Bhusaval section many passengers travel on roofs of trains. It is necessary to check this practice also completely.

I hope that Hon'ble Minister will favourably consider the suggestions which I have given in my speech. With these words, I support the Railway Budget for 1992-93.

[English]

SHRISIVAJIPATNAIK (Bhubaneswar): Mr. Deputy Speaker, Sir, I rise to oppose the Railway Budget presented in this House. I oppose the fare hike in Second Class and season tickets. I oppose the drive for privatisation which is at the dictate of the IMF and the World Bank. I also oppose the industrial relations of the Railways and demand reinstatement of victimised loco employees.

These policies need to be changed. It is not a question of introducing some new trains or only converting metre gauge to broad gauge, it is the question of expansion of railways for which there is no plan. What is required is the expansion of railways and construction of new railway lines.

As regards modernisation, it should be rationally planned in consultation with the workers and the public in order to ensure against widespread unemployment. Electrification in railways is to be emphasised. Here, I want to point out that when the steam loco shed was closed at Khurda Road in South Eastern Railway, an assurance was given to have a satellite diesel shed there. I would urge the Railway Minister to look into it. I do not see any reason for not electrifying the line from Kharagpur to Vijayawada. It needs to be done at the earliest.

Sir, now I come to the neglect of railways in Orissa State. As a first step against this, the State Government has proposed to open an office of the Chief Administrator for survey and construction at Bhubaneswar. It needs to be considered as early as possible. Earlier, Shri Govinda Munda had gone to the well of the House demanding Daitari-Banaspani railway line. In fact, this line was sanctioned. It is a vital link for the export of iron ore to Paradeep Port. I request the Railway Minister that this line may be completed in this year itself.

My next demand is for Bolangir-Khurda Road line regarding which another Member has already spoken, which will connect the western part of the State with coastal districts. It will pass through the heart of the State and the tribal district of Phulwani will be benefited and the tribal people who have not seen the railway so far will be able to take the benefit.

Allotment of funds for Sambalpur-Talcher line is very meagre. In this way, nobody knows when it is going to be completed. I join the other Members in demanding setting up of Wheel and Axle Factory and a coach factory at Rourkela.

[Sh. Sivaji Patnaik]

Earlier, another Member from Orissa has stated about the necessity of superfast train from Delhi to Titlagarh in the western part of Orissa. I would like to urge upon the Railway Minister to introduce it at an early date.

Again, the present Neelanchal Express is to be made superfast train and it has to be put on a shorter route rather than in this circuitous route.

I wish the hon. Railway Minister will concede these small demands.

SHRI HARISH NRAYAN PRABHU ZANTYE (Panaji): Hon. Deputy-Speaker, Sir, I like to support the Railway Budget 1992-93. Since we are sitting at late night, I will speak only about things which are mostly connected with Goa.

At the outset, I congratulate the Railway Minister for overall growth in the railway passenger and freight rate traffic and in the production units in the year 1990-91.

I highly appreciate the Railway Minister's foresight which falls in line with the hon. Prime Minister's liberalised policy of rapid industrialisation to go for speedy conversion of railway line from metre gauge to broad gauge, as this will be a great help to passenger and freight traffic. Passengers will not only reach their destination faster but also they will not have to wait for hours together for change of trains from one gauge to another. Besides, the trains will carry mere tonnage when the lines are broad gauge, thus helping to a great extent easing of transport problems of industrialists, exporters and daily vendors.

I wholeheartedly thank the hon. Minister for conceding the 30-year old longstanding demand of the Goans to have a broad gauge line from Mormugao Port to Hubli and Hospet. I find, however, that the work on the Hospet-Hubli-Goa line and Miraj-Londa line would take a long time to complete. As the Minister

is aware, the port of Mormugao in Goa has a vast hinterland stretching as far as Hospet and Londa from where iron ore is transported by rail to Mormugao Port for export. Quite often, shortage of wagons has been the limitation in transporting adequate quantity of material to this port, thereby affecting its export earnings. Also, the recent report of Rannaq Singh Committee recommending Goa as free port is also to be taken into account. The freight and passengers traffic from Goa and other places in neighbouring Karnataka to Pune and Bombay, the commercial capital of India, is considerably hampered due to change of gauge at Miraj Railway station.

Therefore, I appeal to the hon. Minister to give top priority for conversion of these lines and to allot sufficient resources to speed up the work.

I thank the hon. Minister for allocating Rs. 50 crores more as equity for Konkan Railway Project this year. However, the work on this project is considerably delayed and unless funds are augmented and tempo of work increased, the Corporation would not be able to complete the work on time. This project, which is a fine example of wholehearted cooperation from the four beneficiary States of Maharashtra, Karnataka, Kerala and Goa, is a trend setter to make projects of similar nature to come up in future in other parts of the country and it must, therefore, be given utmost importance for its timely completion to set an example to others.

I, therefore, request the Minister to allocate more funds to Konkan Railway Project and speed up the work for its completion.

The burden of increase in second class ordinary fares will fall squarely on the common man. Hence this increase should be withdrawn. If this is not possible, at least the distance for no far increase should be increased from 10 km to 20 km. By the same reasoning second class monthly season ticket fares should not be increased or at least not to be increased up to 20 km since

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the regular commuters in this class are common office-going people.

Uneconomic lines are acting as drains on the railway finance, the main reason for continuing with them being to social obligation. But then these lines could be substituted by bus routes to be operated by State Government/private bodies. Buses will be able to stop at more places and will, therefore, cater to larger sections of people.

Catering services and upkeep of the stations need to be improved considerably. The quality of food served in the trains is not up to the mark. Long distance trains should have pantry cars for providing hot food.

Goa Express which is a long distance train requires two full days to reach the destination and still it is not having a pantry car. This should be introduced immediately. I had made this request last year also.

Although Rs. 50 crores have been allocated for passenger amenities this year, which is an increase of 61 percent over last year and senior officers are nominated to monitor proper upkeep of passenger amenities, unless these officers are made fully accountable to any deterioration of service, I am afraid, things will remain as they are.

I sincerely hope that the hon. Minister will give due consideration to my points.

Since we are sitting at late night hours, I have spoken only the things which are mostly connected with you.

Thank you.

[Translation]

PROF. RASA SINGH RAWAT (Ajmer): Mr. Deputy Speaker, Sir, several members have expressed their views in their own way on the Railway Budget presented by the hon. Railway Minister. A policy maker has rightly put it that — it is very easy to express sweet words and there are many people who can

speaking and listening to sweet expressions but the people who can speak and listen to bitter truth are few. I would like to present some bitter and hard facts about the Budget presented by the railway Minister.

I agree that the hon. Railway Minister is concerned about the development of Railways and that is why he is making all efforts to prove his concern and courage about the welfare of Railways. Kabir says somewhere:

"Kabira Soyi peer hai, jo jane par peer,
Jo par peer na jane, so kafir be peer."

He has attempted to feel the pangs of others and that is why he is sitting so long in the month of Ramjan to know the views of all of us whether the Members are from the ruling party or from the Opposition. He has tried his best to know our ideas. I believe that he may take some steps to solve the problems. Till yesterday, he must have been firm on some point but with the passage of time as date has changed today and I think when there would be voting on the Budget next time, he will definitely make an announcement that the increase on railway passenger fare, freight rate, monthly season tickets has been withdrawn. I believe it would be in the interests of the nation too. It would be important for a compassionate Minister of the compassionate Government.

Mr. Deputy Speaker, Sir, we feel slightly bored as we have been sitting here for a long time. I would like to change the atmosphere. Once a Railway Driver had said—

"Bulbul ki zindagi hai, chaman ki bahar par,
Hindustan ki zindagi hai railway ki raf-taar par."

There is no doubt about that. Although it is sheer limerick but today railways are the nerves of the nation through which nation's blood circulates... (*Interruptions*)... There is no denying the fact that the Railways have contributed a lot to the unity and integrity of the country and also to the development of the nation. That's why all of us hold railways

[Prof. Rasa Singh Rawat]

in high esteems because it can play a vital role in the development of the nation. This fact is recognised by everyone irrespective of his party affiliation and all of us are striving for it. But now-a-days the performance of Railways has deteriorated. I may say that the Railways are just working somehow. Sir, through you, I would like to submit that on some occasions many a difficulty is faced while travelling in the trains and the idea of reaching the destination reins upper-most in our minds and we forget to enjoy the train journey.

The hon. Minister of Railways expresses happiness stating that no major increases have been made in the fares, but what was the logic behind increasing the tariff for bedrolls from Rs. 5 to Rs. 10 on 20 December i.e. one month before the presentation of Budget. So, in this way other charges have also been increased. Luggage charges have also been hiked. So what will be its impact on the rural poor who are coming to Delhi in search of employment and living in jhuggi custers. They carry with them grocery items in trains. When confronted with the railway employees for carrying luggage in excess of the prescribed limit they are asked to pay extra. The hon. Minister must ponder over the issue of minor increase in luggage charges.

Sir, it is very late now. So let me come to the point. It is written at all the railway stations that safety, security and punctuality is our motto. Therefore, I believe the hon. Minister of Railways will make more efforts in this regard. Today, all these three things are not maintained properly. The hon. Minister must also ponder over the killing of innocent train passengers in Punjab by extremists on a number of occasions.

Today, I thought that I will reach the House on time. I was coming by the Malwa Express to attend the House. All the seats in a first class coach were in torn condition. When I enquired as to why the condition of seats is so bad, I was told that 5-7 persons

were clearing the seats. At that time water passed through the torn seats on to the floor. It spoiled the clothes of persons travelling in the coach. Scheduled Time of arrival of this train at New Delhi is 9.35 but it reached around 10.15 or 10.30 even though the train had entered Delhi much earlier. It took a lot of time in reaching New Delhi station. Therefore, safety, security and punctuality must be maintained properly.

Sir, as my hon. friends have submitted, the Budget presented will be inflationary because of increase in freight charges, even though the hon. Minister claims that charges have been increased on certain items only. But in general, it will cause rise in prices of all the commodities in the market. Sir, launching of an economy drive has created panic among the railway employees. A ban has already been imposed on fresh recruitment and this will give rise to problems in every sphere. Sir, increase in the cost of season tickets is quite unbearable and painful. Therefore the hon. Minister must reconsider it.

Sir, through you, I would like to submit that Rajasthan is the second largest State in terms of area in the country and the entire State is a desert land and surrounded by Aravali Mountain ranges. It is also a border State. But since independence the State has constantly been neglected in terms of railway facilities even though some sympathy had been shown in the last Budget by the hon. Minister by implementing the decisions of the previous Government. A provision has been made to convert the metre gauge line into broad gauge from Sawai Madhopur to Barmer, but there is no clear indications to the time by which the work will be completed. Sir, there is a need to pay attention to it.

Mr. Deputy Speaker, Sir, work should start on a war-footing for the conversion of Delhi-Ahmedabad metre gauge line which is passing through Jaipur, Ajmer and Abu Road. It has been a longstanding demand of the M.Ps of Rajasthan and Gujarat to convert this metre gauge line into broad gauge which links capitals of Gujarat and Rajasthan with

the capital of India. A request to this effect had also been made to former Railway Ministers, but till date nothing has been done. Earlier, it was decided that the track would be doubled and then to line converted into broad gauge, but it is not clear by when the work would be completed. What will be the use of completing the work on the project, when we are no more on the earth. Therefore, I request that the conversion work should be completed soon.

It has been said that the railway land lying unutilised would be properly utilised, but in the absence of specific guidelines, encroachment on this land in collusion with the railway employees is taking place unabatedly. Houses and stalls are coming up on it. Sir, through you, I would like to ask the Government to pay special attention towards utilisation of unused railway land.

While presenting the Budget in July last, the hon. Minister of Railways had announced to introduce a passenger train during day time from Ajmer Sharif to Marwar Junction for the benefit of villagers for 3 months on an experimental basis, but engine was not made available for running the train. Engine of Delhi-Ajmer train had to be attached to the above train, thereby causing a lot of inconvenience. Ultimately, the train was withdrawn after 3 months. My submission is that the train from Ajmer Sharif to Marwar Junction should be re-introduced for the larger benefit of villagers. The train will also run on profit.

Sir, the railwaymen who have been suspended from service should be reinstated without delay. In this connection I would like to submit one more thing that employment on compassionate grounds to the next of the kin of railway men dying prematurely is given. But often it has been noticed that when the matter is put up before the Railway Board officers and the hon. Minister of Railways, they give an assurance. But the subordinate officers pass certain remarks and declare the case as time-barred. As such no employment is given. People spend a lot of time and money in travelling, but employment does not come their way. Therefore, I would like to

submit that a member of deceased railwayman's family must be given employment in railways. This matter must be considered sympathetically.

Mr. Deputy Speaker, sir, the Hind Mazdoor Sabha is the largest trade union in the country, but it has neither been recognised nor the recommendations made by the union for the welfare of railway employees are accepted by the Railways. At a number of places writ of Western Railway Employees Union, INTUC and AITUC clearly runs and even the officers of locomotive factories are afraid of these unions. There was a proposal to recruit 400-500 group 'D' employees. The Railway Board and the D.R.M. had given their assent to the proposal, but because of the attitude of the unions to get their men appointed, the recruitment could not take place. My submission is that this must be looked into.

An announcement was made to constitute 5 metregauge zones in the country and Ajmer-Sharif was one of them. Sir, the 'dargah' of Khawaja Sahab is situated at Ajmer Sharif where people from all over the world come to pay their obeisance every year and you also have highest regards for the shrine, Pushkar is also located there. Railways earn huge revenue from Ajmer, but till date the headquarters of the metregauge could not be set up there and nor could it be linked with the broadgauge line. Sir, I would, therefore, like to request you to pay attention to all this.

SHRI C. K. JAFFER SHARIEF: When the line is being converted into broadgauge, what is the need of a metregauge.

PROF. RASA SINGH RAWAT: I thank you for taking up this construction, but it must be expedited. Computerisation is being introduced everywhere and I would like to thank the hon. Minister for completion of beautification work during his tenure at a major railway station like that of Ajmer. However computerisation work at the station is at its primary stage.

SHRI C. K. JAFFER SHARIEF: We will

[Sh. C.K. Jaffer Sharier]

[Translation]

meet the demand for broad gauge if you quote a couplet at the end of your speech.

PROF. RASA SINGH RAWAT: Mr. Deputy Speaker, sir, please give me just two more minutes. I hope my submissions would be considered. There is a large containment at Nasirabad. But the Udaipur bound Garibnawaz Express also known as Link Express and which starts from Delhi as Pink City Express does not stop at Nasirabad. Army personnel going to Delhi, Haryana or other places in the North are dropped at Ajmer by army vehicles. You can imagine how much of Petrol and Diesel is wasted. At Ajmer they board Pink City Express or some other train in the evening and a lot of their time is waste in this way. Therefore, it is requested that the Link Express or the Garibnawaz Express may be provided a 2 minute halt at Nasirabad. The Pink City Express should be provided a two minute halt at Kishangarh in district Ajmer in my constituency where there are a number of big handloom factories and marble factories. Even if for one minute, Superfast train must be halted at Beawar in district Ajmer which is the largest wool market in India and a business centre having a number of NTC mills and population of about 1.5 lakhs. Ahmedabad bound Ashram Express doesn't stop a Beawar. Therefore, it is requested that it may be provided a halt there.

Earlier, there was a railway agency at Pushkar. It was selling tickets for all destinations, but now it has been closed down. Therefore, railway agent may be appointed there to enable the passengers coming to the town to directly buy tickets and stave off their difficulties.

In the end, I would like to say that

[English]

Action without delay is the secret of efficiency.

If action is taken on the complaints without delay, whether these are about corruption etc., it will be called efficiency. I hope the hon. Minister with all seriousness will look into these things and provide basic amenities at the stations, check dacoity, theft, looting and wide circulation of duplicate tickets and the tendency to travel without tickets in the trains. With these words I thank you for giving me time and conclude.

[English]

SHRIN. DENNIS (Nagercoil): Sir, while supporting the Railway Budget proposals, I wish to make a few points. In conformity with the increase of population, the needs of the society for expansion, modernisation and also for passenger amenities have also increased. To meet these needs, the government finds no alternative than to go in for increase of fares and freight rates. While increasing the fare and freight rates, the interest of the commonman is protected. There is no increase in the platform ticket; there is no increase in the freight rates of essential commodities. There are a number of welcome aspects in the Budget. There are proposals for a number of new railway lines, electrification of new lines and extensive gauge conversion and the introduction of new services and enhanced allocation of Rs. 50 crores from Rs. 31 crores for passenger amenities. There are some aspects of dissatisfaction also in the Railway Budget. Increase in the charges of season tickets would affect the regular railway users. That has to be given up. Though the increase in the freight rates of coal is only four per cent, that would affect the production of power and ultimately that would affect the industrial growth also.

Allocation of Rs. 14 crores for MRTS is very low. There is already congestion in Madras city. The low allocation would take a very long time for the completion of this work. Enhanced allocation has to be made for this project.

Regarding the operation of Rajdhani Express, priority has to be given to Madras city, the 4th metropolitan city of this country. The proposed electrification from Erode to Emakulam-Cochin has to be extended upto Kanyakumari. The gauge conversion of Dindigul-Trichy should be between Madras to Trichy too. It would go through the centre of Tamilnadu and would cover important places also.

The demand for a parallel broadgauge line between Madurai and Maniachi has to be accepted. That is the longstanding demand of the people of this region. Madurai-Tuticorin metregauge should be retained in the interest of the passengers and also the merchants of the southern region.

Introduction of new train from Trivandrum to Gandhidham should be extended upto Kanyakumari. During my participation in the debate on Railway Budgets in previous years I have been pleading for the necessity of operation of more express trains from Kanyakumari to different parts of the country. It is thrown as an isolated place. So far it has not caught the eyes of Government. It is a national terminus and also it is for promotion of national integrations such direct express trains have to be operated. To facilitate a large number of national and international tourists who were visiting this place to see the sunrise and the sun-set, the place where the three seas meet and also to see the Vivekananda Rock direct trains to different parts of the country have to be operated from Kanyakumari-Trivandrum railway line is not utilised properly. It is underutilised.

Instead of operating more trains from Kanyakumari to different parts of the country, the already operated trains like Cannanore Express, which was operated previously from Kanyakumari, has been stopped. It has to be restored. Again I would like to point out the necessity of expansion of Madras Mail to Kanyakumari is a part of Tamilnadu. For going from Kanyakumari to Madras there is no direct train though there is a railway line. This aspect has to be taken into considera-

tion. Previously on a number of occasions proposals for the extension is made even announcements have been made and it was published in the Railway Time Table also. Madras Mail has to be extended upto Kanyakumari. Similarly with the name of Vivekananda Express the Guwahati-Trivandrum Express that was originally intended for Kanyakumari where Vivekananda had meditated on the rock, with the name Vivekananda Express, has to be extended as originally intend to Kanyakumari. Similarly, Ahmadabad Express also has to be extended to Kanyakumari. I would like to bring to the notice of the hon. Minister to provide a coaching complex in Kanyakumari District. There are extensive lands of 98 acres. Infrastructural facilities like water, electricity are also available there.

Another point that I would like to bring to the notice of the Minister is that - as per the present policy of the government, manning of new railway line level crossings not done by the Central government is not doing the manning part, on the plea that it is the responsibility of the local bodies and the State Governments. But, the local bodies and State Government are not taking interest in providing facilities for manning of new level crossings. A number of important railway level crossings are without facilities to man it. So, decision to man new level crossing by the Central Government has to be taken at the earliest. In this connection I would also like to point out that there is a longstanding demand from the people of the locality of Palliadi for manning the railway crossing at Palliadi, in the Trivandrum-Kanyakumari railway line and it has to be done. Immediately after the construction work is over, the casual workers are retrenched. They have either to be regularised at the earliest or they have to be accommodated in some new projects.

The difference between the facilities provided in the First Class and the Second Class compartments has to be narrowed down. Water facilities, cleanliness and toilet facilities are not adequately provided in Second Class compartments particularly in

[Sh. N. Dennis]

the suburban trains. Even in the first Class compartments in Suburban trains they are not adequately provided. The compartments are old and damaged.

I would like to point out that a engine Loco Shed should be set up at Nagercoil. There is no Central Railway Workshop or factory in Kanyakumari District. Therefore, Engine Loco Shed has to be set up in Kanyakumari District. There is another plea that I have to make is that a second platform at Kulithyrai has to be provided urgently.

With these words, I am concluding, without further time of the House.

MR. DEPUTY SPEAKER: Now, Shri Dhananjaya Kumar. There are three more speaker after this.

SHRI V. DHANANJAY KUMAR (Mangalore): I would begin my speech with the fond hope that the hon. Minister would not take our effort as, just burning the mid-night oil and would give due consideration to the request made by the several Members, here, in this House.

MR. DEPUTY SPEAKER: In this odd hour also.

SHRI V. DHANANJAYA KUMAR: I would have given full marks to the efforts made by the hon. Railway Minister, but for the levy of a very tall order, he has imposed on the poor people of our country. He has ventured to raise an additional revenue of Rs. 1366 crores.

[Translation]

Today speeches were made in different languages in this August Houses Still we are one nation.

SHRI P. M. SAYEED: Why donot you speak in Kannada.

SHRI V. DHANANJAYA KUMAR:

Speeches have already been made in Kannada, Marathi...

[English]

Sir, Indian railway has to play its own part. Indian Railways will have to contribute in keeping the unity and integrity of our country and also in removing the regional imbalances. It is one of the essential services. I would have appreciated the Railway Minister had he shown a new direction for plugging the leakages, call a halt to the wastages, bringing up efficiency and make an effort to remove the regional imbalances in the growth of our country. Railways, as I have submitted, is one of the essential services. Therefore, it should have been given a sufficient support. It should have found a sufficient support in the budget allocations. Instead of that, now we find that there is an effort being made to raise additional revenue to contribute to the coffers of the Government of India by the railways. Be that as it may, now probably the Hon. Minister is thinking that every Members has got some or the other request to be made and how to fulfil all these. Probably he is thinking. But this is the only opportunity we get in making an effort to get redressal to our grievances. So, I hope the Railway Minister would kindly consider our request.

Much is said about the contribution given to Karnataka in this year's railway budget. No doubt the present Railway Minister is the sixth in the line - Karnataka has given six Railway Ministers to this country. Of course we are fortunate for the the first time, we find one Minister, who has given little bit. I would not say that he has met all the demands of the Karnataka. He has given a little bit to Karnataka this time. I have to bring to the notice of the hon. Members in this House that in Karanataka, the railways was first established as far back as in the year 1864. During 100 years, till 1947, during the British rule, 2,600 km length or rail-line was laid in Karnataka State. During almost 45 years, between 1947 and 1991, only an additional 423 kms new line was laid in Karnataka. Now the total length of the railway line in Karna-

taka is only 3,023 kms. This would work out to 24.30 km for every 10,000 sq. km area of land in Karnataka, the total length of railway line existing is 5,553 kms. In Tamil Nadu, it is 3,937 kms. There are four-way broad-gauge lines of a length of about 600 kms; then electrification to a length of 356 kms. In Karnataka the length of broadgauge line is only 60 Km. Now the Railway Minister has made promise that he would take up the work of gauge conversion between Bangalore and Hubli and then from Hubli to Mirage. In this connection, I have got a request. While doing this gauge conversion, I am sure the hon. Railway Minister will readily agree to my request that the line between Mangalore and Arsikarai after Hasan will have to be converted into broadgauge. Otherwise this metre-gauge line will become useless. When the Bangalore - Hubli line is converted into broad-gauge, naturally the line between Mangalore and Arsikarai will have to be converted. But it is not stated in so many words. That is why, I want to get a firm assurance from the Railway Minister that this will be done, though there is no mention about it in the Budget.

Sir, in Karnataka, not even a single kilometer is electrified, excepting the line between Bangalore and Jolarpet, which is under completion now. This is the one and only line which will have the facility of electrification. So, Sir, let me inform this august house that the offer to convert the line between Bangalore and Hubli and Hubli to Mirage into broadgauge is not a big or new contribution made to Karnataka. The only new line proposed is between Hubli and Ankola. No doubt, this would enable the commuters in the area of Northern Karnataka to make use of the Konkan Railways which is a very dear project to all of us, as stated by the hon. Railway Minister.

Now, I would request the hon. Minister to see that the Konkan Railway project is completed on time. My own fear is that the Railway Minister may have to yield to the pressures of his colleague, hon. Mr. Eduardo Faleiro. We have been hearing the news that he is trying to get a deviation in the

Konkan railway line in Goa. Actually, in Goa, the Konkan Railway Project should have been taken up by now. On account of his objection, the work has not yet commenced and we are apprehensive whether this project will be completed within the given time or not.

In this context, we should commend the efforts of the Konkan Railway Corporation. This project is the first of its kind in the whole world, where, the entire length of about 836 Km is going to be completed by 1994 and in the coming ten years from 1994 onwards, Konkan Railway Corporation itself will operate train services between Mangalore and Bombay, i.e. right from Kanya Kumari upto Bombay. It would repay the contribution made by Government of India and four State Governments, viz. the Governments of Karnataka, Maharashtra, Goa, and Kerala with interest. It will also repay the money raised by issuing bonds. The money collected from the public will be repaid with interest and then the entire project will be free and it will be handed over to the Indian Railways. Probably, in view of this, the hon. Railway Minister may not have to make any additional efforts to raise funds for Konkan Railway, provided he gives clearance to the issue of bonds in time and raises the money from the general public.

01.00 hrs.

Sir, now with all this, I would only make a request that the hon. Minister even my esteemed friend Mr. Oscar Fernandes has also made a mention about this - should come forward for the introduction of a day train between Bangalore and Mangalore and vice versa.

Sir, I am told recently, the hon. Railway Minister had an opportunity to travel along that line and he had himself witnessed the panoramic view which is available there in the Western Ghats. When the line passes through the Western Ghats, you get a very good panoramic view and this line is one of its kind in the whole of Asia. We request the hon. Railway Minister to kindly consider these

[Sh. V. Dhanajya Kumar]

proposal for introduction of a day train between Mangalore and Bangalore and vice-versa. At last, now a passenger train is being operated between Mangalore and Puttur; I would request that this train may be extended upto Subramania Road. Now, what is being done is that the train travels from Mangalore upto Puttur and then the engine travels further upto Subramania Road leaving behind the coaches at Puttur. I do not understand the logic behind this. The engine which is going upto Subramani Road can very well take along with it, the coaches also upto Subramania Road so that the commuters would get that benefit.

Sir, I would like to remind the hon. Railway Minister about his own request on the floor of this House when he was the hon. Member of this House previously for constituting a separate Railway Zone for Karnataka. We have been hearing so much in the Press also. South-Western Zone will be constituted with Bangalore as the headquarters. The hon. Railway Minister had made this request earlier and this time I do not know how he has overlooked it or forgotten it in the process of making the Budget. So, I would like to remind this aspect to him and make an earnest request that he must kindly consider this.

Then, Sir, the only and last request of mine to the Railway Minister is about constituting a separate Divisional Headquarters at Mangalore.

Now, Mangalore gets so much importance.

SHRI A. CHARLES: Then, you support it.

SHRI V. DHANANJAYA KUMAR: I am the last speaker from the opposition side. I have said in the beginning itself that mine would be a mixed reaction to this Budget because I have to welcome some of the measures introduced in this Budget or whatever contribution that has been made by the

hon. Minister for Karnataka. I have to welcome it and at the same time, I would be quite happy if he considers other demands also which would not involve much spending here. So, a Divisional Headquarters may kindly be constituted at Mangalore so that the people of that part of the country also would get the benefit.

Sir, with these few words, I thank the Railway Minister for making whatever contributions that are available by way of funds at his disposal. I would request that let him rise above party line and give a new direction to the Indian Railways so that really the Indian Railways would be considered as one of the essential services in the nation and would contribute for unity, integrity and also for the all round development of our country.

SHRI R DHANUSKODI ATHITHAN (Tiruchendur): While I rise to support the Railway Budget, first of all, I want to say good morning to all of you. In fact, our Railway Minister has presented a good, prudent people oriented Railway Budget for 1992-93.

The announcement of conversion of 6000 km meter gauge to broad gauge in the Eighth Plan is a marvellous scheme which boosts the industrial development and economic advancement. The Minister announced that there will be no fare hike in the Second Class for the distance upto 10 km. I think it may be a printing mistake; instead of 100 km. they might have put 10 km. The Minister announced in the Second Class there will be no fare hike for at least 100 k.m. Likewise, sleeper surcharge upto 500 km should be extended to at least 800 km. the fare hike is very minimum. It is evident from the Minister's statement that between Kanyakumari to Jammu a distance of 3726 km will be covered by Rs. 25. I appreciate the Railway Minister for giving exemption in freight increase for essential commodities like foodgrains, pulses, salt, sugar, jaggery, chemical, oilseeds, live stocks, fodder, tea, fruits and vegetable, kerosene, diesel, etc. By this way, it shows the Railway Budget is meant for economic development and more

care has been taken so that the hike will not affect the poor section in the society. It is also appreciable for not increasing the price of the platform ticket.

I am representing Tiruchendur constituency, the southern part of India. As concerning railway development, southern part has been continuously neglected. From my district Headquarters, whether it be Tirunelveli or Tuticorin, we are able to go to Madras only by Metre Gauge. Now that also disturbed due to conversion of Madurai and Maniyavchi segment the last phase of Kamur, Dindigal-Tuticorin broad gauge schemes we, 40 Members of Parliament, already submitted a memorandum asking for parallel broad gauge line in Madurai Maniyavchi segment. In view of the policy matter having one gauge in India, the Railway opted for conversion. If the Madurai Maniyaveli line is disturbed in Madurai Maniyavchi segment, the people of the southern District will face untold difficulties; they are to change two trains for reaching Madras or giving more fare by travelling 100 km more in the Egode Salem route.

The Minister is now telling about the conversion of 600 km in the Eighth Five Year Plan. I am not interested in Five Year Plan. I know what happened in Kamur Dindigal and Dindigal to Madurai Project. It took more than ten years to complete 150 km. So, when the broad gauge line will be laid from Maniyavchi to Madras, which is having a distance of 350 km, what time it will take?

So, I am interested in one year plan. If the Minister shows real interest for the early completion of the BG line from Tuticorin or Tirunelveli to Madras, he can do it within one year. The Railways should start work simultaneously from Maniyakchi and Madurai. In addition to that the proposed Karur-Salem line via Namakkal, Rasipuram scheme should be started simultaneously in this year. You can connect Madras from Tuticorin to Tirunelveli, distance of 40 km in addition to this main route. The Karur-Salem, via Namakkal Rasipuram line is only 75 km and will cost about Rs. 75 crores. So, I want the Railway Minister to categorically give an

assurance on the floor of the House that the Tuti-corin-Tirunelveli line to Madras, Broad Gauge line will be implemented this year. That assurance is very much needed because in the Sough many agitations are going on presently.

Simultaneously the BG line converting the existing MG line also can be taken up. The rival parties wish to capitalise on this and they are campaigning against the Government. So, I want a categorical reply from the Minister that the conversion of Maniyakchi-Madurai line to BG line along with Karur-Sapem via Rasipuram will be taken up and completed within one year. Then only we can persuade the roaring public of that area not to start any agitation.

Then I come to the introduction of the Rajdhani Superfast Express. The Union Railway Minister is a Minister for the whole of India, not for Karnataka only. The Rajdhani Express is already planned to be introduced between New Delhi and Madras. Madras is the fourth metropolitan city in India. electrification and other infrastructure activity is over between Delhi and Madras. But surprisingly all of a sudden it is diverted to Bangalore. What happened, we do not know. It causes anguish to the people of Tamil Nadu. In fact, it is a threat to national integration also. The people of Tamil Nadu feel that a great injustice has been done to them by neglecting the city of Madras with the introduction of Superfast express to Bangalore. As Members of Parliament from Tamil Nadu, we cannot allow the new Rajdhani Express to other States without introducing it to Madras city, the fourth metropolitan city in India. It is our duty to fight for a right cause. So, I request the hon. Minister to rectify it and introduce the Rajdhani express from Delhi to Madras first.

Likewise it is understood that the office of the Chief Administrator Construction, is being shifted to Bangalore from Madras. If it is true, I request the hon. Minister to re-shift that office to Madras immediately.

The funds allotted for MRTS are very

[Sh. R. Dhanuskodia Thithan]

meagre. Only Rs. 14 crores has been allotted and nothing can be done. At least a sum of Rs. 60 crores may be allotted for MRTS as provided for the Hubli project.

I wanted to remind the hon. Minister of one thing. The hon. Prime Minister also gave an assurance to rectify the imbalances in the Railway Budget. So, I request the hon. Minister who is a statesman and who has given a good Railway Budget, a daring Railway Budget to rectify the imbalances. He must give all the facilities for Tamil Nadu as per the expectations of our people. Kanyakumari is also like my constituency. It is a southern tip of India. So, Kanyakumari Terminal should be developed. We have rightly put a slogan "Kashmir to Kanyakumari India is one" in order to make this slogan a reality, please extend the railway terminal upto Kanyakumari and also develop the city of Kanyakumari with a view of an integration and developmental activity.

Please introduce a new train between Tiruchendur and Madras, which is the long wish of the people of that area. Also a super-fast train to Madras from Tirunelveli and Tuticorin is also needed.

In Kayalpatnam, Muslims are dominating. They require a platform. That platform may be improved immediately. And the Railways should take care to direct the officials to improve the platform of Kayalpatnam. Also Kurumbur Road should be reconstructed. That is also the long wish of the people of this area.

Tirunelveli Executive Engineers Office (Construction) may not be shifted from there. Adequate fund may be allotted for this office to look after the developmental work in that area.

Tirunelveli-Thatchanallur Road overbridge may be constructed immediately. The Veerapandiapatnam Halt Agency which was cancelled by the Railway Department may

be redeemed immediately so that the people of that area will be benefited.

Sir, the hon. Minister has presented the people-oriented Budget. He is a dynamic person. So, why should he not take an initiative to introduce a bullet train in India. As a model, please introduce a bullet train from New Delhi to any one of the metropolitan cities. In your tenure, please try this as a trial and if you succeed in this, it will be a boon to Indian Railways.

With these words, I support their Railway Budget and the Supplementary Grants for Railways also.

SHRI K. THULASIAH VANDAYAR (Thanjavur): Mr. Deputy Speaker, Sir, I rise to support his Budget.

Railways, being the biggest public concern, should be made more profitable. The Railway income should not be only for paying salaries. It should also be for improvement of Railways. India to develop her economy has every right to change the mode of our planning. It is not fair to say that we are guided by foreign, alien, agents. It is natural for India to have her way and the nationalist India will never compromise with foreign agents. Whenever there is privatisation, the workers should not be retrenched and they should be absorbed and given security for their jobs.

If the public and the well run private agencies work well, it will be benevolent to the society. The cleaning and maintenance of bogies and engines should be a regular feature and not a passing affair. Beggars, dogs, cattle should be prevented from roaming about the platform.

The lines from Thanjavur to Nagapatnam should be strengthened and a fast train should be provided. Velankanni, Nagapatnam and Nagore are the religious centres of Muslims, Christians and Hindus.

An overbridge should be provided in Neeadamangalam on Tanjore-Nagapattinam

railway line, for it is long overdue. whenever the fares are raised in the Railway budget, the hooligans in a bizarre way damage the railway property. It is the general public who are the sufferers. To meet this, the government must take precautionary steps to prevent this looting and damaging.

From Rameshwaram to Madras, through Trichy and Tanjore, a fast train should be provided to cater to the needs of the people coming from the north as well as the south. There is a workshop in golden Rock. This must be improved. This workshop was commenced during the British days. Now it is time that this Workshop is made more viable because if you improve this Workshop, there will be big scope for employment.

Roof travelling and ticketless travelling has become a menace and hazard. If this is checked, the Railways will earn more revenue.

With this, I would like to congratulate the Minister and I hope, the needful will be done for the benefit of the society and the people of this country. Thank you.

* DR. VISWANATHAM KAMITHI (Sri Kakulam): Mr. deputy Speaker, Sir, thank you very much for giving me the opportunity to participate in the discussion on Railway Budget for the year 1992-93.

I appreciate and applaud the two Hon'ble Ministers of Railways and Department of Railways for their unique and farsighted budget. I support the budget. Also, I do there with all the strength at my command, who oppose this budget for many reasons. They are opposing it because they are in opposition benches. They have not proposed any alternatives to the present steps and they are the people who have put forth more commands than those from treasury benches. Even if the entire budget amount is diverted to their demands, it will not be sufficient enough to meet half of their demands. They are thoroughly exposed.

The present budget has a new direction. It is different from the budgets presented during the last 40 years. It has the foresight for the future. But we expected it to be more sensational and far-reaching. We should remember the Cardinal principle that development is dependent on taxation. Railways are the largest undertaking in the country which provides employment to the maximum number of people. Because of its special position in our economy, we have separate budget for Railways. Other countries have only one budget. But we are having two. This itself speaks volumes of the importance of the Railways. The revenue of this gigantic organisation is Rs. 14,000 crores while its expenditure is Rs. 10,000 crores. While in other departments nearly 50% of the income is being spent on their employees, but in Railways the expenditure on employees is around 75 percent. Hence net profit is a little bit less in this organisation than compared to others. It is said that the Railways are incurring a loss of Rs. 1000 to Rs. 1100 crores on Passenger traffic. With such a position, it is really be very difficult to pursue the path of development and catch up with the rest of the world. In 1970 itself, BART, the Bay Area Rapid Transport system came into the operation in USA. In Japan, trains travel at a speed of 350 Kms to 500 Kms. which are based on electro magnetic technology. We, in India, Cannot even dream of such fast moving trains. We do not know when our country catches up with rest. Even metro, could not go beyond 10 miles in Calcutta. Well, that too is a distant dream for Bombay. Sir, it is not that our people are incapable. Our Railway Officers and Engineers are second to none in the world in their expertise. But there are many drawbacks in the administration. For example, I quote two of my experiences with the administration of Railways. On 16th February, 1992, I informed the authorities at Vijayawada and Hyderabad for reservation in Godavri Express from Eluru to Visakhapatnam at the Station. Just before the arrival of the train, we were informed that there is no room in upper classes and we have been directed to

[Dr. Viswanatham Kamithi]

seek accommodation in compartment \$9, which is a 3-tier second class compartment. The train moved as usual, we got into the compartment and surprised to see that the entire compartment was fully packed. There were 142 passengers against the capacity £ 75. When we approached the conductor, he enquired from us the number of berths we required. We said five. Immediately berths were given to me. This shows how the administration is. Similarly punctuality is also far from satisfactory. I was at Calcutta on January 20th. I wanted to get back to Palasa in Srikakulam. I asked for reservation in super fast train from Guwahati to Cochin. I was told that the day's Express is not coming but the train which was supposed to arrive a day earlier is coming. The Express was late by 25 Hrs. So this is the position today. Our men are quite capable of improving the situation. At the Central level we should have a perfect monitoring system. Instead of concentrating powers at the centre, the divisions should be treated as units. The planning and execution should be carried on at the unit administration should be decentralised extent. A convening body should be constituted with the concerned Members of Parliament, MLAs and local representatives. Certain amount of power should also be vested with this governing body. They should be in a position to plan and implement the decisions they take. That is one effective way of implementation and carrying on administration. As my friend has mentioned earlier, I too might have written dozens letters in the past 2 1/2 years, but with no effect. Often, we receive there kinds of replies. It under consideration, not economically feasible or providing wrong information-these are the three types of replies that we received from the Department. They may have the satisfaction of calling themselves as administrators. But we do not think so. The Administration has to be toned up district-wise and made responsible and accountable for their actions. We are thinking of uniform gauge throughout the country. We have narrow gauge too. Hence, not only metre-gauge but also narrow gauge has got

to be converted into broad-gauge. The conversion work should be taken up especially in the backward regions. Sir, our area is quite backward. There is a narrow gauge line from Nampada to Gunupur which is 90 Kms. long. If the line is converted into broad-gauge and extended upto Bisham Cuttack, the distance from the important town in South Orissa, Koraput and to the Orissa capital Bhubneshwar will be reduced by 200 Kms. One can well imagine how much money the Railways can save and earn by this conversion cum extension. It is a hilly area. These are predominantly tribal areas. If this conversion is done, the area will prosper and the people in this long neglected area can taste the fruits of development. Only three days back Hon'ble Minister while replying stated that the route will be closed as it is not economically viable. The Government should think of the backlash of the people in the area if this route is closed down. The reaction will be violent and unwanted. I hope the Railways would not provoke the people by closing down this route. On the other hand Railways should adopt a positive approach by taking the decision at once to convert this line into broad-gauge immediately. It is in the best interests of the people of this long neglected region. Till then, the trains should be hauled by the diesel locomotives.

Sir, the platforms in certain stations continue to remain as they were some 15 to 20 years ago. There is absolutely no change. 5 or 6 pairs of Express trains pass through these stations. But they do not halt at these stations. These Express trains should stop atleast in one such station. Thus the Railways will be providing a better facility to the people in the area. Thus the Railways also can claim that they treat everybody and every area equally.

Some new trains are going to be introduced this year. The proposed trains from Hyderabad to Vijayawada should be extended upto Vizag and further upto Berhampur and Kurdah. It will serve the people better. Similarly new trains should be introduced between Vijaywada and Bombay, Vijayawada and New Delhi.

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There are many more things that the Railways have to do in the days to come. Fast moving trains should be introduced in metropolitan areas. Better services should be provided to them. The population in metropolitan cities is dense and hence more care should be taken to provide better and faster services especially during the peak hours. Now the proposed fare hike is not applicable upto 10 Kms. The exemption was given so that farmers and other poorer sections can not get affected by the hike. But Sir, 10 Kms. is too short a distance to confer benefit on anybody. Hence the hike exemption limit should be extended atleast upto 25 Kms. including metro politan areas. I hope the Hon'ble Minister would make an announcement during the course of this reply. People especially the poorer sections would certainly appreciate and applaud this gesture of the Hon'ble Minister.

Sir, I think I am the last Speaker of the day and the debate. I am proud to be so. But I am the first and continue to remain so. My Constituency No. is one. I am supremely happy to be the last Speaker of the day.

Once again thanking for the opportunity you have provided to me to participate in this important debate, I conclude.

[English]

MR. DEPUTY-SPEAKER: Are there any hon. Members who are very much tempted to participate in this debate?

AN HON. MEMBER: No.

MR. DEPUTY-SPEAKER: Very good, all are exhausted. I thank everybody for the mighty cooperation extended.

SHRI P. M. SAYEED: You may put it on record that the Minister will speak not tomorrow, but today!

THE MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF LAW, JUSTICE AND COMPANY AFFAIRS (SHRI RANGARAJAN KUMARAMANGALAM): I would like to request the Deputy-Speaker one thing. Now that all the Members have spoken, the Minister for Railways may reply tomorrow.

AN HON. MEMBER: Not tomorrow, but today.

SHRI RANGARAJAN KUMARAMANGALAM: Yes, I mean today since it is after midnight. After the Question Hour, if the Minister could reply, I think the House would agree with me, I am sure.

MR. DEPUTY-SPEAKER: Okay. The House stands adjourned to meet again today, Tuesday, the 17th March, at 11.00 a. m.

01.32 hrs (17.3.1992)

The Lok Sabha then adjourned till Eleven of the Clock on Tuesday, March 17, 1992/ Phalguna 27, 1913 (Saka)